



## Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

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### **AUTHORITY MEMBERS**

**ROBERT F. RANNEY**  
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Barnstable Member, Vice Chair

**JAMES M. MALKIN**  
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General Manager

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Treasurer/Comptroller

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General Counsel

**Report Issued under Section 15A of the Authority's Enabling Act  
on the Proposed 2024 Summer Operating Schedules of the  
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority**

### **Introduction**

Section 15A of the Enabling Act of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority ("the Authority") requires the Authority to post and advertise in newspapers with general circulation in Falmouth, Barnstable, Martha's Vineyard, Nantucket and New Bedford all of its proposed schedule changes at least sixty (60) days prior to their effective date. St. 1960, c. 701, §15A. Accordingly, the Authority placed advertisements of its proposed 2024 Summer and Fall Operating Schedule for Martha's Vineyard and Nantucket Routes in the following newspapers on Friday, March 24, 2023:

- *The Cape Cod Times*; and
- *The (New Bedford) Standard-Times*.

The Authority also placed advertisements concerning the on-line availability of the proposed 2024 Summer and Fall Operating Schedule for Martha's Vineyard and Nantucket Routes in the following newspapers:

- *The Inquirer and Mirror*;
- *The Falmouth Enterprise*;
- *Vineyard Gazette*; and
- *The Martha's Vineyard Times*.

The Authority's Enabling Act also provides that, if the Authority receives a petition within thirty (30) days of those advertisements that is signed by not less than fifty (50) persons who are residents of any of those communities requesting a public hearing on the proposed schedule changes, the Authority is to conduct a public hearing within fourteen (14) days of receiving the petition. On April 24, 2023, the Authority received an email with an attached petition objecting "to the Steamship Authority's scheduling of daily 5:30AM freight trips from Woods Hole to Vineyard Haven and from Vineyard Haven to Woods Hole." One hundred and twelve (112) names and addresses were appended to the petition with the majority of the names listing addresses within the Town of Falmouth, a copy of the petition and the list of names and addresses are attached to this report as **Appendix A**. Following its receipt of the petition, the Authority held a public hearing on its proposed schedules via the Zoom videoconferencing platform on May 5, 2023.

### **The May 5, 2023 Public Hearing on the Proposed Schedules**

On May 5, 2023, the Authority conducted a hearing via the Zoom videoconferencing platform concerning its proposed 2024 summer operating schedule between Woods Hole and Martha's Vineyard. The hearing began at 2:00 p.m. and concluded at approximately 3:30 p.m. The Authority's General Manager Robert B. Davis, its General Counsel Terence G. Kenneally, its Director of Shoreside Operations Alison A. Fletcher, its Chief Operating Officer Mark A. Higgins, and, serving as the Zoom videoconferencing facilitator and moderator, its Communications Director Sean F. Driscoll attended the hearing. Peter Jeffrey, the Authority's Falmouth Board member, also attended, but did not participate at the hearing. Approximately fifty (50) members of the public were in attendance.

The Authority recorded the hearing, obtained a transcript (**Appendix B**) and compiled the following summary of the testimony provided by eleven (11) of the participants at the hearing.

1. **John Woodwell** (Woods Hole) – Mr. Woodwell said there are only two questions that need to be addressed: is there a need for products to be freighted to the island at 5:30AM and what are the options for doing so if it is necessary? He thinks that the Steamship Authority tried making its case by publishing a letter from the Master of Public Health President and CEO or the Martha's Vineyard Hospital twice in support of the 5:30 a.m. trip. He said that the objection to the 5:30 a.m. trip isn't about the transportation of people commuting to work, it is about freight. He said that food, linens, and medical supplies including pharmaceuticals doesn't need to be transported first thing in the morning and that it can be brought over later in the morning without issue. Mr. Woodwell said that the letter from the hospital does not prove the need for the 5:30 a.m. trip. Mr. Woodwell said that there are several alternatives to running the 5:30 a.m. trip from Woods Hole. He said that decades ago the Steamship Authority refused multiple viable alternatives including running freight service between Martha's Vineyard and New Bedford. He said that at the time Steve Sayers said that unlimited cars on such a freight service is a sensitive issue. He said in April 1999 the Falmouth Selectmen went to the Steamship Authority Board of Governors and requested the freight traffic levels through the port of Woods Hole be reduced as soon as possible, but no later than May 2000, to the traffic levels of 1997 and to permanently maintain those levels. He said that the Steamship Authority has instead more than doubled the shipments of cars between Martha's Vineyard and Woods Hole, forcing all freight and cars through Woods Hole. Mr.

Woodwell noted that last summer Steve Sayers made a case for not trimming the summer schedule because the transport of private cars is important for the economy of the island and despite this, the Steamship's most recent request for proposals for freight service between Martha's Vineyard and New Bedford included seventy (70) pages of limitations and prohibitions. He said that according to the Steamship Authority, moving freight from New Bedford is not economically viable but that is because the Steamship has ensured that it's not viable for anyone other than itself. Mr. Woodwell mentioned the issues on Christmas Eve 2022 when a private vessel operator ran instead of the Steamship Authority to get all the stranded passengers home for Christmas. He described this as the collapse of the so-called lifeline. Mr. Woodwell concluded that the monopoly the Steamship Authority holds needs to end.

2. **Nathaniel Trumbull** (Woods Hole) – Mr. Trumbull said that the impact of the Steamship Authority's freight schedules on the residents of Barnstable and Woods Hole is unacceptable and must change. He said that the 5:30 a.m. trip now runs from January 1<sup>st</sup> to December 31<sup>st</sup> and is causing multiple negative public health impacts on the nearby residents. He said that the Steamship Authority has failed to address the health and safety impacts of the freight traffic borne by Barnstable and Falmouth residents which include sleep deprivation, diesel soot from the high concentration of diesel trucks in close proximity to residences and unsafe conditions on the roadways. He mentioned that the Falmouth Select Board has repeatedly requested that the 5:30 a.m. freight trip be eliminated, and the Steamship Authority has ignored their letters. He said that it's impossible for the Steamship Authority to continue to insist that there is no noise or health impacts on the residents along the route to Woods Hole. Mr. Trumbull then shared a video from last year of the traffic at 5:30 a.m. heading into Woods Hole. Mr. Trumbull said it's been questioned when the 5:30 a.m. boat began and now the 5:30 a.m. trip extends to nearly six (6) months of the schedule, despite the Authority insisting that it was only during the summer schedule. He said that the growth of the number of freight trucks traveling through Woods Hole and Falmouth has been detrimental. He said that the Steamship Authority has failed to take the steps to shift non-time sensitive Vineyard freight to an off-Cape port- this includes landscape materials, sod, gravel, construction materials etc. He noted that a Steamship Authority Board member has said that the Authority has only demonstrated a lip service regarding seeking an off-Cape freight service to the islands; instead Steamship has increased its freight capacity through the ports of Hyannis and Woods Hole. Mr. Trumbull asked what the Steamship Authority has done in the last six months to establish freight service from an off-Cape port? He said that he was told that another RFP would be developed, but there has been nothing forthcoming. He said that the impacted port communities demand that the Steamship Authority launch a supplementary off-Cape freight service to the islands. He then showed a chart depicting the increase in the number of freight trucks traveling through Woods Hole between 2012 and 2022, showing a thirty-nine percent (39%) increase and noted that the freight trucks appear to be longer and heavier now than in previous years. He then showed another video to demonstrate the size of the trucks. In addition to the health concerns, Mr. Trumbull said that the Steamship Authority has failed to make progress on reducing traffic backups and parking issues in Woods Hole Village. He said that he believes it's a similar situation in Hyannis although the Barnstable Board Member said there are few issues. He also pointed out that the Steamship Authority's Woods Hole, Falmouth Noise and Traffic Mitigation Working Group has not met since November 2021. He said the group was a commitment the Steamship Authority made to the Falmouth community in a previous Section 15A report and it was essentially disbanded by the Authority. He pointed out that in last years' Section 15A report

that the Steamship Authority planned to continue to work with the working group, its freight customers, the State Police and the town of Falmouth to ensure that its operations are safe, lawful and respectful to the community's concerns. He said that the impacted port communities demand that the Steamship Authority honor its commitment in the previous Section 15A report to regularly meeting with the Woods Hole, Falmouth Noise and Traffic Mitigation Working group.

3. **Stephen Laster** (Woods Hole) – Mr. Laster started by asking which Board members were in attendance at this hearing to which Sean Driscoll answered only Peter Jeffrey. He also requested that the Chief Operating Officer Mark Higgins be visible on camera. He stated that most of the emergency orders of COVID are over and that these meetings should take place face to face. He said that the short notice and time of this meeting along with utilizing Zoom to conduct the meeting is an attempt to insulate the leadership of the Steamship Authority from the people it serves. He said that in previous years' meetings it was discussed that these meetings would take place in person to allow a full and thoughtful exchange. Mr. Laster stated that the recent leadership of the Steamship Authority has done everything it can to anger Falmouth residents and that is not how it used to be. He said that it is not the organization itself, rather it has to do with a deliberate leadership style and practice that fosters conflict instead of compromise. He said that when the 5:30 a.m. trip was first conceived under previous leadership, there was concern about the externalities and that if there were too many externalities it may need to be canceled. He also mentioned that the argument that certain goods can only be transported early in the morning because it's impractical during any other time of the day shows no common sense as these goods can instead be barged to and from an off-Cape port. He said that the streets of Woods Hole remain the same size even though the slips and vessels get bigger, adding more heavier trucks over the same roads. He said that those freight trucks move explosive chemicals, flammable waste and the trucks themselves are sometimes poorly maintained. He said that through the current leadership's decision making, the level of risk to the residents of Falmouth and Woods Hole increases. Mr. Laster said that the Steamship Authority has exhausted a majority of its debt capacity and the interest payments are increasing and half of the expenditure has gone to short-sighted facilities that are not necessary for the core operations of the Authority. He said the Authority doesn't want to structure a viable RFP for a competing service that will take away from the Steamship's revenue. He said that the leadership has failed the constituents and its employees and made a mockery of compromise and stewardship in the process because it is not acting like a lifeline. He said that the Steamship's responsibility to the island is to provide continued service even if the port of Woods Hole is unavailable. He mentioned that the new slips in Woods Hole have added risk to the operation and he had witnessed an incident himself. Mr. Laster finished his statement by saying that the Steamship Authority should start over and rejoin the community and leave a legacy of smart decision making while rethinking the risks of its operations and keeping its prior commitments to the communities it serves.

4. **Edward DeWitt** (Falmouth) - Mr. DeWitt questioned if the Steamship Authority is tracking who was in attendance of the schedule hearing. Mr. Kenneally answered that the attendance is being tracked and a recording and transcript of the hearing is being made to allow a review. He asked if a Member of the Authority should recuse themselves from voting on the schedule if they don't review the entire testimony. Mr. Kenneally said that he agreed that if a Member didn't review the testimony they shouldn't vote on it but he was certain that all the Members were going to review the testimonies. Mr. DeWitt noted that the Authority's Enabling

Act states that the purpose of the Authority is to provide adequate transportation of persons and the necessities of life for the Islands of Nantucket and Martha's Vineyard. He said that the legislature envisioned a life-like model, not a business model focused on maximum resident revenue and convenience. He said that the use of the word 'adequate' in the Enabling Act reads as the minimum required to provide transportation of persons and necessities of life, not personal convenience of any person or entity, however, according to the Authority, the schedule is driven by convenience and personal preference. Mr. DeWitt said that the Enabling Act also emphasizes necessities of life such as food, medical, fuel and public safety and doesn't include vacationing families needing transportation for their vehicles. He questioned how landscaping trucks satisfy the necessities of life. He said that the Steamship Authority should first define the necessities of life before approving the schedule as this schedule is a lifeline for Martha's Vineyard, not a substitute bridge. He said the Authority should re-examine its purpose and mission, expanded schedules, larger vessels, more cars and trucks as it is not what the Enabling Act allows; it has far exceeded 'adequate' transportation.

5. **Kristen Alexander** (Woods Hole) – Ms. Alexander said that she looked back at the last time moving freight from New Bedford was discussed by the Authority and said that a survey was done in 2019 that said that forty percent (40%) of the freight that came to Falmouth and Woods Hole came through New Bedford. She asked if that survey could be looked at again. She mentioned that there is more air traffic going to the Vineyard now causing the Steamship to lose revenue. She asked how much the Steamship Authority is making on the 5:30 a.m. freight trip as this is purely about money. She said that the surge of traffic down Palmer Avenue every time a boat lets out affects her lifeline as a Woods Hole resident because the traffic blocks her path to Falmouth Hospital. She asked if the Steamship is going to work with the community or make the citizens of Falmouth go against them? She said that she would rather everyone work together before things get out of control.

6. **Suzanne Kuffler** (Woods Hole) – Ms. Kuffler began by reminding the Authority that before the 5:30 a.m. trip was implemented, the Authority had said that if the community objected then it would be taken into consideration. She said the comments that came before her were good reasons to cancel the 5:30 a.m. boat and set up alternatives and an alternate port. She said that the particulates in the air are an issue for everyone and the Authority should want to comply more fully with the state carbon goals and eliminating the 5:30 a.m. trip and using an off-Cape port is just the beginning. She suggested that the Authority change its business model and follow the Enabling Act and everyone will be better off.

7. **Judy Laster** (Woods Hole) – Ms. Laster began by saying that there will be no change at the Steamship Authority until the leadership is changed; both management and the Board of Governors. She said that the leadership does not care about what the community says or wants while the Authority ruins a community. She questioned why only the Falmouth representative was present for this hearing and the lack of attendance by other Members shows the contempt that the Authority has for the community. She said that Woods Hole/Falmouth are just a service pathway for the Authority, and it does not care about what happens to the community. She said that despite having these schedule hearings for many years not one thing has changed, creating significant harm for the community. She questioned if the Attorney General's office would take interest in the fact that the Authority is creating a disaster in the community and if the Authority will end up

like the MBTA under federal jurisdiction to fix the problems. Ms. Laster asked about the strategic plan and said that the Authority does not want to do it. She said that the Authority's financial problems are going to continue to get bigger and the port communities will be needed due to the Authority's lack of financial stability. She asked if the Board of Governors cared about the harm the Authority's leadership was causing and if they think that the decisions being made are in the best interest of the Steamship Authority or the communities they serve? Ms. Laster said that she does not have any faith that the Steamship will work with the community. She said that the cell tower in Woods Hole was put up without any community input and everything at the terminal that was previously discussed was changed 'under the cover of darkness.' She said that the leadership needs to change before it is too late to save the community from the harmful impacts that are being forced on everyone. She said that she has never seen it as bad as it is now, and she hopes that the Attorney General's office will investigate and oversee all future decisions.

8. **Ethan Leite** – Mr. Leite said that he's noticed that the small group of people attending this hearing are people who don't actually use the Steamship Authority's service. He said the Steamship is here to provide service to people on the islands and that he uses the service often as a truck driver. He said that it is 100% necessary to have the early boats to supply places across the country with things that they need to keep going- it is not just the island. He said that the Steamship Authority has 'played nice' and participated in the working group to hear the complaints against them. He said that Woods Hole is a shipping port and has been a shipping port and it will continue to be a shipping port. He said that moving to an off-Cape port does not reduce the particulate emissions and only pushes the traffic into someone else's neighborhood and that seems to be the end goal of most individuals taking part in this hearing. Mr. Leite said that the road leading to the Steamship Authority is a state highway and the Steamship does not control the highway and in fact, the Steamship is considered somewhat of an extension of the highway. He said that the residents of the island will not scrape by with what the residents of Falmouth think is necessary and to say that those trucks are not necessary is outrageous. Mr. Leite said that he thought that air traffic was never going to replace people commuting on boats as previously mentioned and had nothing to do with the truck traffic in Woods Hole. Mr. Leite said that requirements were already placed on trucks taking the 5:30 a.m. trips to eliminate the complaints but it did not seem to help. He asked at which point will people be happy. He said those trips can't just be eliminated because people who live on a state highway don't like vehicles driving by. He said that bringing up vehicle emissions is not an argument nor is the condition of said trucks. He said that the trucks are legal to drive and regardless if they are headed to the Woods Hole terminal or not there are still other vehicles on the road at all times. Mr. Leite said that he thought the best answer to this issue is that if you do not like living near a state highway then you should move. He said that altering operations and the livelihood of thousands just so there is no traffic going by personal residences is not solving the problem. Mr. Leite said that the bottom line is that Woods Hole Road is a state highway that leads to the Steamship Authority and the Authority cannot control which vehicles are using the road and at what time. He thought that the Authority should be more concerned with the people that use their service rather than the people making noise on the sidelines.

9. **Damien Kuffler** (Woods Hole) – Mr. Kuffler commented that the Steamship Authority management was the most animated when Mr. Leite spoke and that was because he supported the self-serving goals of the Authority. He said that Mr. Leite used the same argument

that the Authority always uses; that if you live in Woods Hole, Falmouth or anywhere that the Authority has impacted, you should have known about the traffic and should move if you do not like it. Mr. Kuffler said that no one expected the unbridled development that the Steamship Authority has inflicted on so many people. Mr. Kuffler brought up the Steamship Authority's extravagant expenses regarding the new Woods Hole ticket office. He said that the ticket office hasn't even been built yet but the Authority still plans to go forward regardless of the outrageous cost and size of the building. He said that everyone knows that the current ticket office is more than adequate for the needs of the terminal. He said that again this is the Steamship Authority only being self-serving and not caring about the impact of its choices on those around them. He said that the Steamship Authority does not only need to take care of Martha's Vineyard and Nantucket, but there is also a need to consider the impacts of the residents of Falmouth and Woods Hole who live here all year round. Mr. Kuffler said that the Steamship Authority needs to consider all the ramifications of its massive overdevelopment and disregard for local residents, the environment, forward thinking and global goals for emissions.

10. **Ted Fitzelle** (Woods Hole) – Mr. Fitzelle said that the Falmouth Selectmen and the town of Falmouth have requested that the 5:30 a.m. trip be eliminated for years and the Steamship Authority continues to ignore the request without good explanation. He said that the way the temporary Woods Hole terminal is currently set up is more dangerous than it has ever been and there should be more employees walking around and explaining to people where to go, along with signage.

11. **Pamela Stark** (Woods Hole) – Ms. Stark said that the Steamship Authority's schedule now runs from 5:30 a.m. until 10:15 p.m. every day with vessels in and out of Woods Hole constantly. She questioned the arrival of a vessel in Woods Hole at 6:15 a.m. that was loud and wondered why it was not listed on the published schedule. She wondered how many additional vessels are running daily without being on the schedule.

12. **Kristen Alexander** (Woods Hole) – Ms. Alexander said that she wanted to respond to the comments that Mr. Leite made earlier in the hearing. She said that she has already moved her residence away from Steamship Authority traffic and she is disturbed that someone from the Vineyard has animosity towards a resident of Woods Hole. She said that Vineyard residents should be working with the residents of Falmouth and Woods Hole.

13. **Nat Trumbull** (Woods Hole) – Mr. Trumbull shared a few images of freight trucks on Woods Hole Road and mentioned his encounter with one of the truck drivers who mentioned that his truck was too heavy to stop for a school bus. He said the Steamship Authority has purchased three (3) new freight vessels with even larger capacity than the current vessels they will replace and yet the Authority has not proposed to consolidate any of its freight trips in 2024. Mr. Trumbull said that the Steamship Authority has not limited its use of its third slip at the Woods Hole terminal despite the completion of construction. He said that the port community was told that the slip would only be used for emergencies or berthing prior to construction and now it requests that the third slip only be used on an exceptional basis moving forward. Mr. Trumbull stated that the Steamship Authority is a public agency and that comes with a number of privileges including operating as a legal monopoly able to drive away significant competition in the car and freight transportation business, favorable bond borrowing conditions and tax free. He said that the

Authority has a responsibility to all residents, not just the residents of the islands. He said that there is a new bill out for review from Senator Moran’s office to protect the mainland port communities so that the Steamship Authority cannot sacrifice the towns of Falmouth and Barnstable for the sake of the islands.

### **Receipt of Written Testimony Regarding the Proposed Schedules**

In addition to conducting the hearing on May 5, 2023, the Authority encouraged additional public input by including the following statement within its scheduling notices: “The Authority will consider the testimony given at the public hearing when deciding whether to maintain the original proposed schedule changes or to make modifications thereto. It will also consider written testimony that is submitted regarding the proposed schedule changes, which testimony can be submitted electronically to [schedules@steamshipauthority.com](mailto:schedules@steamshipauthority.com) or in writing addressed to General Manager Robert B. Davis, Steamship Authority, 228 Palmer Avenue, Falmouth, Massachusetts 02540.”

Copies of the written testimony received by the Authority are included herein as **Appendix C**.

### **2024 Operating Schedules**

Following its receipt of the May 5, 2023 hearing testimony and the written comments submitted to [schedules@steamshipauthority.com](mailto:schedules@steamshipauthority.com), the Authority focused its review upon two (2) requests made within the Falmouth residents’ petition: (1) scheduling of daily 5:30 a.m. freight trips from Woods Hole to Vineyard Haven and from Vineyard Haven to Woods Hole and (2) the “multiple negative public health impacts on (Woods Hole) residents.”

As now proposed, the 2024 Summer Operating Schedules between Woods Hole and Martha’s Vineyard, including the 5:30 a.m. daily freight trips departing from Woods Hole and Vineyard Haven, would operate from May 15, 2024, through October 20, 2024.

### **Discussion**

#### **A. The Authority will continue to operate its 5:30 a.m. freight trip from Woods Hole and Vineyard Haven during its 2024 Summer Operating Schedules.**

The Woods Hole residents’ latest scheduling petition sets forth similar protestations that their previous petitions raised. Claims suggesting that the Authority rejected “multiple viable alternatives” for off Cape freight services, complaints of generalized “public health” impacts or allegations that the Authority would only utilize its newly constructed third slip for “emergencies only” lack specific factual basis.

The Authority has not substantively modified its operating schedules nor has it increased its vessels’ carrying capacities despite repeated claims to the contrary. The 5:30 a.m. trip departing



from Woods Hole to Vineyard Haven has operated during peak seasonal (late spring and early fall) traffic periods between mid-May and mid-October since 2018.

Over the past several years, the Authority has attempted to constructively engage with the Woods Hole residents through the Woods Hole Noise and Traffic Working Group and its Long-Range Task Force to discuss issues facing Woods Hole and the Authority's other port communities. However, several Woods Hole residents repeatedly dismiss these efforts as mere lip service and pandering, which undermines these efforts, the residents' messaging and their legitimate concerns. For example, the Authority's significant operational changes at the Woods Hole terminal to mitigate early-morning traffic noise and impacts over the last several years have, for the most part, been dismissed as unproductive or characterized as simply for show. Despite this feedback, the Authority will continue to work with its freight customers and enforce its terminal policies to manage the Woods Hole terminal traffic and noise mitigation policies.

At its board meeting in September 2022, the Authority's Martha's Vineyard member, James Malkin, reiterated his island constituents' concerns over the past several years noting that the select boards on the Vineyard, the hospital and the police chiefs have all told him the 5:30 a.m. trip from Woods Hole is important to the island and their positions haven't changed. He further noted that enforcement of noise and traffic ordinances is a matter for local police departments.

As mentioned last year in the Authority's Report Issued under Section 15A of the Authority's Enabling Act on the Proposed 2023 Summer Operating Schedules, Section 11 of Chapter 55 of the acts of 2003 amended Section 129 of Chapter 46 of the acts of 2003 and imposed "an embarkation fee upon all passenger ferry trips, excluding those ferry boats that are licensed to transport not more than 100 passengers, originating from a port located within such city or town, at a rate of \$.50 per passenger per departing trip." Since 2004, the Authority has paid the Town of Falmouth over \$6.9 million dollars in embarkation fees, which are fees "to be solely appropriated for the purpose of mitigating the impacts of ferry service on the city or town. Monies deposited may be appropriated for services including, but not limited to, providing harbor services, public safety protection, emergency services or infrastructure improvements within and around the harbor of any city or town which receives monies from this section." See *Section 129(d) of Chapter 46 of the acts of 2003*. A copy of the Authority's 2022 report on embarkation fees is included herein as **Appendix D**.

Recently, the Authority was encouraged to learn of the Town of Falmouth's recent adoption of an embarkation fee policy following a recommendation submitted by the Town's transportation committee. Reportedly, the fund has a balance of over one million dollars (\$1,000,000), which should be earmarked for the purpose of mitigating the impacts of all ferry services on the Town. A copy of a recent *Falmouth Enterprise* article discussing the fund's creation is attached hereto as **Appendix E**.

The Authority remains willing and able to discuss the impacts that its service has upon Falmouth and Woods Hole residents, but the discussions should be substantive and constructive. The Authority continues to conduct monthly meetings with its port council and board members to discuss its operations and finances with public comment periods available for community members

to express their views and concerns. The Authority encourages anyone impacted by its services to utilize these public forums to communicate directly with its port council and board members.

To report any traffic congestion or related noise concerns, please find contact information for the Authority at <https://www.steamshipauthority.com/about/contact> or send an email to [whtraffic@steamshipauthority.com](mailto:whtraffic@steamshipauthority.com).

**B. Efforts to analyze the allocation of freight traffic to an off-Cape port are currently under consideration as a part of the Authority’s Strategic Planning Project.**

In March 2022, the Authority issued a Request for Proposals (RFP) that sought proponents of a new freight service from an off-Cape port “to become a long-term part of the marine transportation network.” Yet, the Authority did not receive any proposals or any requests for an extension of time before the expiration of its August 2, 2022, deadline.

At its board meeting on October 18, 2022, the Authority’s members heard directly from one potential bidder for the new freight service, 41 North Offshore, LLC, which reported that the seasonality and costs involved in providing a regular freight service between New Bedford and Martha’s Vineyard were cost prohibitive. The Authority continues to work with 41 North Offshore as it licenses 41 North’s freight barge service between New Bedford and Nantucket.

On July 6, 2022, the Authority issued a Request for Proposals from consulting firms to develop a strategic plan for the Authority, with significant input from the Authority’s board, port council, staff, constituent communities, and other stakeholders. The goals of the strategic plan project are instilling a strategic planning culture at the Authority and developing a long-term strategic plan that needs to be updated and modified on a regular basis. At its meeting in December 2022, the Authority awarded Contract No. 14-2022 for Consulting Services to Develop a Strategic Plan for the Steamship Authority to Raftelis Financial Consultants Inc. of Cincinnati, Ohio, in the amount of \$230,000.

Since December 2022, Raftelis and the Authority have engaged in numerous community meetings and open houses at various port communities seeking public input on its operations and services. The Authority’s strategic planning project timelines and milestones can be viewed at [www.steamshipauthority.com/strategicplan](https://www.steamshipauthority.com/strategicplan). The Authority looks forward to completing its community outreach efforts with Raftelis and the continued development of its strategic planning efforts and developing a long-term strategic plan. The Authority encourages Woods Hole residents to participate in its strategic planning project to ensure that their input is incorporated into its results. Most assuredly, island traffic demands and the impacts that it has on mainland communities are an essential part of this initiative as the Authority continues to examine and address its short-term and long-term goals in providing its essential service to the islands.

# **APPENDIX A**

April 24, 2023

Dear Steamship Authority Board of Governors,

We, the undersigned, are writing to renew our strenuous objection to the Steamship Authority's scheduling of daily 5:30AM freight trips from Woods Hole to Vineyard Haven and from Vineyard Haven to Woods Hole [proposed](#) by the Steamship Authority concerning its 2024 freight operating schedules as announced on the SSA website.

**The consistent failure of the SSA to consider the injurious impact of its freight schedules on the residents of Barnstable and Falmouth is unacceptable and must change immediately.**

We object to the SSA scheduling of the daily 5:30AM freight from Woods Hole to Vineyard Haven and from Vineyard Haven to Woods Hole and its multiple negative public health impacts on residents. The Falmouth Select Board has repeatedly [requested](#) that the 5:30AM freight schedule be eliminated.

We request that you conduct a public hearing to be held within 14 days of receipt of this petition, per [Section 15A](#) of the Steamship Authority's Enabling Act.

The following topics will be addressed during the public hearing:

- Failure of the Steamship Authority to address the health and safety impacts of the Steamship Authority's freight truck traffic borne by Barnstable and Falmouth residents; those impacts include sleep deprivation, diesel soot from such a high concentration of diesel trucks, freight truck and passenger bus idling at Woods Hole terminal, and the creation of unsafe conditions on our roadways. Trucks less than 40' create a significant amount of noise and the SSA must not continue to insist there is no noise or health impact on sleep by such trucks on residents as concerns the 5:30AM freight schedule; **as impacted port communities irreparably harmed by the actions of the SSA, we demand that the SSA immediately revise its proposed freight schedules for 2024;**

- Failure of the Steamship Authority to take steps to shift non-time-sensitive Vineyard freight (landscaping materials such as sod/gravel/rocks/mulch/whole trees, septic, demolition, construction materials) to an off-Cape port as an alternative to increasing freight capacity through Cape Cod port communities; **as impacted port communities we demand that the Steamship Authority launch a supplementary off-Cape marine freight service to the islands;**

\*The governor's [Kass Report](#) in 2001 and a series of [agreements between the SSA and the Town of Barnstable](#) stated that an offshore freight port must be pursued by the SSA; yet the SSA has consistently refused to pursue *in a meaningful way* a supplementary freight solution in the past two decades; in the words of a SSA Board member, the SSA has demonstrated only "lip service" to seeking an off-Cape freight route to the islands; rather than pursuing supplemental off-Cape freight service to the islands, the SSA has simply increased its capacity and freight truck numbers to the islands through the ports of Hyannis and Woods Hole; at the same time the SSA largely ignores the health and safety impacts of that freight traffic on residentially zoned neighborhoods in Barnstable and Falmouth.

- Failure of the Steamship Authority to make progress on reducing traffic back-up and parking issues in Woods Hole village and in Hyannis; the SSA's Woods Hole/Falmouth Traffic and Noise Mitigation Working Group and not been convened for over a year and [since February 2022](#); the Working Group was a commitment the SSA made to the Falmouth community in its previous Section 15A report; **as impacted port communities we demand that the SSA honor its commitment to the Woods Hole/Falmouth Traffic and Noise Mitigation Working Group from the SSA's previous Section 15A report;**

- The SSA has purchased three new freight vessels in the past year with larger capacity than the current freight vessels they will replace; the SSA has stated that it expects one or more of the newly acquired vessels to be in service by summer 2024; yet the SSA has not proposed to consolidate any of its freight schedules in 2024 in order to reflect the larger size of those newly acquired freight vessels; **as impacted port communities we demand that the Steamship Authority consolidate and reduce its freight schedules to the islands given that the SSA will be using larger freight boats on its existing routes;**

- Failure of the Steamship Authority to negotiate an agreement with the Town of Falmouth to cap the growth of the number of freight trips it will operate from Woods Hole village (the Town of Barnstable has had such an agreement in place since 1997); **as impacted port communities we demand that the SSA negotiate such an agreement to cap the growth of the number of freight trips within the Town of Falmouth;**

- Failure of the Steamship Authority to limit in any significant way its use of the northern-most slip (no. 3) at Woods Hole terminal, despite the completion of the southern-most (no. 1); we observe that the no. 3 slip is being used as actively as the other two slips; **as an impacted port community we demand that the no. 3 slip be used only on an exceptional basis.**

Sincerely,

1	Andrea Rugh, 37 Gosnold Rd. Woods Hole Mass 02543
2	Angela Rutzick, 79 fiddlers Circle, Hyannis, MA 0261
	Anne Clarkin
	272 Woods Hole Rd
3	Falmouth, MA 02540
	Andrew Solow
	44 Quissett Ave
4	Woods Hole MA. 02543
	Richard Balkin
	3 Oyster Pond Rd
5	Falmouth, Ma.

6	Barbara Blair 246 woods hole road Falmouth
7	Barbara Morris 88Quissett Ave Woods Hole
8	Betty Ludtke 30 Wachusett Ave Hyannis Port, MA 02647
9	William Hough 94 Elm Road Falmouth, MA
10	Lois GarretLogan 482 Woods Hole Road
11	William Hallstein, MD 36 South Road Falmouth, MA. 02540
12	William A. Rugh 37 Gosnold Road Woods Hole MA 02543
13	Bobbi Bailin West Falmouth Hiway West Falmouth 02574

14	Bonnie Simon  144 Gardiner Rd.  Woods Hole, MA 01543
15	Bronwen Polloni  24 Sumner street  Woods Hole MA 02543
16	Brian Switzer  6 Quissett Ave  Woods Hole, MA
17	Rachel Switzer  6 Quissett Ave  Woods Hole, MA 02543
18	Carol Bowers  206 Siders Pond Rd  Falmouth, Ma 02540
19	Carla Kihlstedt  1 Wilson Rd  Woods Hole, MA 02553
20	Carolyn Miller  PO Box 216  Woods Hole, MA 02543
21	Anne P. Warner



	33 High Street  PO Box 575  Woods Hole, MA. 02543-0575
22	David Kabat  98 Quissett Ave  Woods Hole, 02543
23	David Zenga 4 Leslie Street, Woods Hole, MA 02543
24	Deborah Siegal 50 Friends Way, W. Falmouth
25	David Martin  10 Buzzards Bay Ave.  Woods Hole, MA 02543
26	Deanna Jaroche  29 Nobska Road  Woods Hole, M A 02543
27	Damien Kuffler  49 Gosnold Rd.  Woods Hole, MA 02543
28	Douglas Amon  8 Quissett Ave  Woods Hole, MA 02543
29	Diana Roth, 106 Lake Leaman Ave.  Falmouth, MA

	02540
30	David Hastings, 18 Spencer Baird Rd. Woods Hole, MA
	Edward DeWitt
	116 Pin Oak Way
31	Falmouth, MA 02540
	Elliot Glist
32	272 Woods Hole Road, Falmouth, MA 02540
	Eugenie Kuffler
33	49 Gosnold Road, Woods Hole 02543 MA
	Eileen Miskell
	4 Snapper Lane
34	Falmouth, MA 02540
	Franklin A Davis
	112 Ransom Rd
35	Falmouth, MA 02540
	Thomas L Jay
	58 Pin Oak Way
36	Falmouth, MA 02540
	Anne Halpin
37	319 Woods Hole Rd. Falmouth
	Captain Paul Lobo
	114 Ships Watch
38	Falmouth

39	Virginia C. Jones , POB 400, West Tisbury, MA 02575
40	Jane Evelyn Atwood  41 High Street  Woods Hole MA 02543
41	Janet Milkman  42 Sippewissett Rd  Falmouth MA 02540
42	Janet Azarovitz, 20 Shapquit Bars Circle, W.F.
43	Jean W. McCluskey  45 Buzzards Bay Avenue  Woods Hole, MA 02543
44	Jane Vose  468 Woods Hole Rd.  WH 02543
45	Jim Newman  5 Buzzards Bay Ave  Woods Hole, MA 02543
46	Joan Tweedell  41 Wilson Road  Woods Hole MA 02543
47	John Rubin  10 Beccles Road  Falmouth, MA 02540

48	John Woodwell, Church Street, Woods Hole, Massachusetts 02543
49	Jonathan Goldman  12 Sidney Street  Woods Hole, MA 02543
50	Judith L. Day  PO Box 717  55 Larches Way  Woods Hole, MA 02543
51	Judith Dowling  106 Ransom Road  Falmouth MA 02540
52	Judith Stetson  261 Quissett Ave.  Woods Hole, MA 02543
53	Karen Olcott, 141 Fay Road, Woods Hole MA 02543
54	Kathryn Wilson, 50 Glendon Rd, Woods Hole, MA 02543
55	Kate Nace Day  5 Bowditch Road  Woods Hole, MA
56	Kim Pedersen  1 old manchester rd  Essex, ma

57	Klem Klimek, 8 Quissett Harbor Rd Falmouth
58	Kristin Alexander 101 Cumloden dr Falmouth MA
59	Laurie Raymond 31 Davis Rd. Falmouth, MA 02540
60	Lauren Leveque 67 Church Street Woods Hole, MA 02543
61	Matthias Bossi 1 Wilson Road Woods Hole, MA 02543
62	Alison Leschen 15 Lantern Ln Falmouth MA 02540
63	Laura Hastings 18 Spencer Baird Rd Woods Hole, MA 02543
64	Lore Loftfield DeBower

	16 Wilson Road  Woods Hole, MA 02543
65	Mary Revelle Paci  5 Little Harbor Road  Woods Hole, MA 02543
66	Matthew Sutherland  12 Hilton Ave.  Woods Hole, MA 02543
67	Melissa Allison  50 Hilton Ave  Woods Hole, MA 02543
68	Melissa Freitag Andy's Lane Falmouth MA
69	Margaret McCormick  44 Quissett Ave  Woods Hole MA 02543
70	Molly Cabral  185 Sandpiper Ln #11  VH MA 02568
71	Matthias Bossi, 1 Wilson Road, Woods Hole, MA 02543 Woods Hole, MA 02543
72	David Epstein
73	Margaret Goud Collins  29 Loop Rd.

	Falmouth, MA 02540
	Myla Kabat-Zinn  46 Buzzards Bay Ave.
74	Woods Hole, MA 02543
75	Nat Trumbull, 11 Church St., Woods Hole
	Nancy Kanwisher  10 Beccles Rd.
76	Falmouth Ma 02138
	Nicole Goldman  12 Sidney Street
77	Woods Hole, MA 02543
	Ann W Carlton
78	71 Dodson Way, East Falmouth, MA 02536
	Patricia Gadsby
79	77 F.R. Lillie Rd, Woods Hole, MA 02543
	Penelope McGill 8 Quissett Harbor Rd
80	Falmouth
	Hannah Coppola  40 Eric Clauson Lane
81	Falmouth, MA. 02540
	Peter Shile  25 Gardiner Road
82	Woods Hole, MA. 02543

83	Patricia Keoughan 86 F Riddle Hill Rd. Falmouth, MA 02540
84	Phil Logan 482 Woods Hole Road Woods Hole, MA
85	Philip Rutzick 79 fiddlers circle Hyannis ma 02601
86	Alice Weiss 44 Harbor Hill Road Woods Hole, Ma 02543
87	Peter Waasdorp, Jr. 57 Beccles Road, Falmouth 02540
88	Robert Morris 45 Quissett Ave, Woods Hole
89	Robert Blomberg 559 Woods Hole rd Woods Hole, MA 02543
90	Rebecca Eder 25 Gardiner Rd. Woods Hole, MA 02543
91	Russell Murphy 5 bowditch road woods hole ma 02543
92	Richard Hugus



	312 Woods Hole Rd.  Falmouth, MA
93	Robert Walker  44 Harbor Hill Road  Woods Hole, Ma 02543
94	Roger P. Day Church Street, Woods Hole, MA 02543
95	Samantha Broun  7 Hackmatack Way, Falmouth, MA 02540
96	Stephen Gellis  24 Spencer Baird Rd  Woods Hole  MA 02543
97	Susanne Goodman  36 South Rd  Falmouth. MA 02540
98	Stephen Laster  322 Woods Hole Rd  Falmouth, MA 02540
99	Sara Piccini  11 Bigelow Street  Woods Hole MA 02543
100	Joyce Stratton

	22 Water St  Woods Hole, MA 02543
101	Suzanne Kuffler  49 Gosnold Road  Woods Hole, MA 02543
102	Gretchen W. Warren, 7 Cricket Lane, Woods Hole, MA 02543.
103	Thomas Crane  35 Juniper Point Rd.  Woods Hole, 02543
104	Sam Newman  5 Buzzards Bay Ave  Woods Hole, MA 02543
105	Kimberly Ulmer  5 Nobska Road  Woods Hole, MA 02543
106	Wallace Stark  9 Little Harbor Rd  Woods Hole 02543
107	Wendy Blomberg  559 Woods Hole Road  Woods Hole, Ma. 02543

	Wendy Nies
	49 Glendon Rd
108	Woods Hole, MA
109	Judy Laster, Glendon Road, Woods Hole
	Karen Kabat
	98 Quissett Ave
110	Woods Hole
	Elena Trumbull
111	11 Church St., Woods Hole
	Ronald Geering
112	246 Woods Hole Road Falmouth

## **APPENDIX B**

**Speaker 1:** Recording in progress.

**Terence Kenneally:** Good afternoon. My name is Terence Kenneally, and I am General Counsel for The Steamship Authority. We're here today to conduct a public hearing to pursuance of Section 15A of the Authority's Enabling Act concerning its proposed 2024 operating schedules. I would like to inform everyone that Sean Driscoll, the Authority's Communication Director, is making an audio and video recording of today's hearing. This hearing is conducted by the authority today and is not a board meeting. Therefore, while authority board members may be in attendance, they will not be deliberately unopposed.

Operating schedule changes today or otherwise responding to any testimony at this time. Today's recording of the hearing will be made available to all interested parties so that they can do it after the hearing is concluded. At this time, I'd like to introduce some of the members of the authority's management staff who are here also today, who's responsible to at least include our reservations and terminal operations. To my right is General Manager Robert Davis. My left here is Director of Shoreside Operations, Alison Fletcher, and we're also joined by Chief Operating Officer Mark Higgins. The Authority's Enabling Act requires the authority to post and advertise in newspapers with general circulation in Balmont, Barcelona.

Martha's Vendor in Nantucket in New Bedford. All of its proposed schedule changes at least 60 days prior to their effective date. Accordingly, in March, the authority plays newspaper advertisements of its proposed 2024 operating schedules for the period from January 4th, 2024, through January 3rd, 2025. The Authority's Enabling Act also provides that if the authority receives a petition within 30 days of those advertisements that is signed by not less than 50 persons who are residents of any of the communities requesting a public hearing on a proposed couple of changes, the authority shall conduct a public hearing within 14 days of receiving the petition.

On April 24, the authority received a petition with respect to its proposed 2024 operating schedules between Woods Hole and Martin's Vineyard in Williamstown, Kentucky. That was signed by 106 residents of the town of Belmont, three residents of the town of Bartlesville, one resident of the town of Essex, two residents of Martha's Vineyard. As a result, we are conducting today's hearing.

We will receive testimony regarding the authority's proposed schedule changes to ensure that we gain the benefit of the views of the parties affected. The authority will also consider written testimony that is submitted regarding the proposed schedule changes, but we ask the written testimony be submitted as soon as possible after today's hearing to ensure that it is timely considered.

Written testimony can be emailed to [schedules@steamshipauthority.com](mailto:schedules@steamshipauthority.com). During the hearing, we will not be accepting comments or questions via the Zoom's chat function, which has been turned off. If there are additional comments or questions you wish to submit in writing, please email them. In their petition, the petition subjects to the authority's proposed 2024 freight operating schedules between



Woods Hole and Martha's Vineyard, as announced in the authority's newspaper advertisements as well as on our website.

As advertised, the authority's proposed 2024 freight operating schedules between Woods Hole and Martha's Vineyard would be essentially the same operating schedules that were approved for 2023, as well as the same freight operating schedules we ran in 2018, 2019, 2021, and 2022. We also approved in 2020 for our schedule to modify because of the Coronavirus pandemic.

For 2024, the authority is proposing to operate a 5:30 AM freight trip from Vineyard Haven with various vessels arriving in Woods Hole at approximately 6:15 AM. Also for 2024, the authority is proposing to operate a 5:30 AM freight trip from Woods Hole only during its late spring and summer operating schedules with the more progressive governor from May 15 through October 20th. The authority is also proposing to continue to limit the size of the trucks the authority carries on its 5:00 AM freight trip from Woods Hole to trucks that are less than 40 feet in length, which began doing in 2018, so that less noise is generated by the trucks that drive to the authority's Woods Hole terminal in the early morning hours.

After receiving, reviewing the oral written testimony provided through this hearing process, the staff will prepare one or more draft reports, recommending either that the authority maintains portions of its 2024 schedules as proposed, or that it make modifications to its proposed schedules. Staff will also explain the reasons for the recommendations, summarize the oral testimony received, and attach all the written testimony received. When each draft report is prepared, it will be forwarded to the authority's board and port council members, then posted on the authority's website.

We also email people to let them know the availability of the draft report on our website. If they have provided us with their email addresses through their written testimony or if their email--Of course, the email is late or they're asking us to be notified. Again, all the email requests should be sent to [schedules@steamshipauthority.com](mailto:schedules@steamshipauthority.com). With that, we will now call on members of the public. We'll join the Zoom hearing to indicate that they want to give testimony. Because the petition objects generally to the authority's proposed 2024 rate of operating schedule between Woods Hole and Martha's Vineyard.

Mr. Nat Trumbull, who submitted the petition on behalf of the petitioners, should be the first person to testify today. Please note that this hearing is not an adjudicatory proceeding. Therefore, we'll not be asking people to testify under oath, nor will we restrict people's comments to testimony that conformed to the rules of evidence and served by the courts. Finally, I would ask that those who testify, keep in mind that we'd like everyone who wants to give testimony today to have a fair opportunity to testify. Then in the event we don't receive comments, we encourage everyone to submit written testimony as soon as possible after the hearing by emailing it to [schedules@steamshipauthority.com](mailto:schedules@steamshipauthority.com).

Mr. Trumbull, if you'd like to testify first, please click the raise my hand icon on your Zoom screen, or by pressing star 9 on your telephone. I also would ask everyone else who would like to testify today to click on that raise your hand icon on your Zoom screen, or if you're joining us by telephone to press star 9 on your telephone. However, if you're not speaking, we ask that you please mute your microphone as a courtesy to those people who are speaking and those people who wish to clearly get the speakers. With that, I call on Mr. Trumbull to start off the testimony. Thank you.

**[pause 00:07:41]**

**Mr. Trumbull:** Here I am getting a message that I cannot start my video because the host has stopped it.

**Sean:** Let me look at that, man. Hang on. It should be able to.

**[pause 00:08:14]**

**Sean:** Now am going to look into this if you want to start your testimony, I will figure out what's going on.

**Mr. Trumbull:** I have some slides I'd like to show. Why don't we see if there are others who'd like to go first?

**Sean:** Yes, that's fine.

**Terence:** Sorry about that. Is that something we can finish on time?

**Sean:** I'm trying.

**Terence:** Okay.

**Sean:** Got a mobile and we're trying to get it over? Mr. Woodwell, are you there?

[silence]

**Mr. Woodwell:** Yes, I'm here. It says that the host has stopped my video.

**Sean:** I'm looking into it, John. If you want to--

**Mr. Woodwell:** Okay, very good. I'll continue. There are really two questions to address. The first one is, is there a need to get freighted to the island at 5:30 in the morning, that is by 6:15? The second is, what are the options for doing so if it is necessary? I think that the Steamship Authority has made its best and most forceful case by publishing this letter from Denise Schepici, the Master of Public Health President and CEO of Martha's Vineyard Hospital. We see that the SSA sees this as very important because it has published this letter twice, in one document indeed, right up at the top. This letter confounds two things. First is getting personnel to the hospital early in the morning. Nobody that I know has objected to an early car ferry that would take people as well, so that part of the letter is moot.

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The question about freight. 5:30 AM ferry is essential to our core supply chain, needs like food, linen, medical supplies, and specialty pharmaceuticals. The hospital has been in business for more than 100 years, and it did just fine before we started this 5:30 freight truck. Linens, really, and indeed, it was actually the Steamship Authority that moved food to the 5:30 boat because it goes on smaller trucks than the larger trucks that runs later in the day. You can run linen at 6:00 in the morning instead of 5:30. You can even run it later in the day. You could even run it 10 hours earlier, 12, or 14 hours earlier. That's perfectly all right, just as it is perfectly all right today as it has been over the course of the past 100 years.

That's true of food, linen, medical supplies, and specialty pharmaceuticals. You can run them all 8, 10, 12, 14 hours earlier, and that's just fine. That is the Steamship Authority's strongest case for a 5:30 freight boat, and it is not a case at all. This letter makes no case whatsoever for a 5:30 freight boat. Nobody that I know of has objected to a 5:30 people and car ferry, so that letter is all moot.

There're lots of alternatives to running a 5:30 ferry through Woods Hole. I would note that decades ago Steamship Authority refused a multiple fully viable alternatives that Seabulk advanced to run a ferry service between Martha's Vineyard and New Bedford. Among what it said, Steve Sayers said that unlimited cars on such a ferry are "a sensitive issue," Steve Sayers being the general counsel of the Steamship Authority at the time and current consultant to the Steamship Authority. Those cars that would make such ferry service viable are a sensitive issue to the Vineyard according to Steve Sayers of the Steamship Authority.

Then we note a bit later. We have this joint resolution, the **[unintelligible 00:13:33]** Selectmen, Falmouth Selectmen citizens to go to the Steamship Authority Board of Governors on April 22nd, 1999. It shall be the policy of the Steamship Authority Board of Governors to reduce as soon as possible, but no later than May 2000. Freight traffic levels through the Port of Woods Hole to at least those of 1997 and to permanently maintain or further reduce such levels. The Steamship Authority has done no such thing. These two documents are not withstanding. The Steamship Authority has more than double the shipments of cars between Martha's Vineyard and Woods Hole and done something comparable with freight through Woods Hole, forcing all freight through Woods Hole and all cars through Woods Hole.

We note that Steamship Authority also successfully sued and stopped Packer from shipping cars between Martha's Vineyard and New Bedford. Clearly, the Steamship Authority is posed to that. Now, here's the thing. It was last summer when the same Steve Sayers made an impassioned case for not trimming the Steamship Authority schedule by even one ferry because private cars are important for the economy of the island. He used the cost of four people taking their own car versus taking a taxi to a movie as an example. He has, on another occasion, argued that Steamship operations are "a matter of life or death" for the islands.

It is a bit odd then in the most recent request for proposals for freight service between Martha's Vineyard and New Bedford, that the Steamship Authority included



70 pages of limitations and prohibitions and strings attached, including strings on those cars that the Steamship Authority says are vital, indeed a matter of life or death for the economy of the islands. When the Steamship Authority General Manager Bob Davis, at a recent meeting, said that the freight from New Bedford is simply not viable because "it's economics." The fact that it isn't viable is because the Steamship Authority has so vigorously ensured that it is not viable, and that the economics only work for the Steamship Authority.

The solution to this, of course, is to break the Steamship Authority monopolies, break its choke hold on the surface transportation to and from the Vineyard. I'd note that, on Christmas Eve, this so-called lifeline collapsed entirely. The folks running the Steamship Authority vessels all went home to the comfort of their homes. It was the private operator who did indeed ship the dozens of stranded Steamship Authority passengers back and forth between the Vineyard and Falmouth, getting them home on Christmas Eve.

We see that the Steamship Authority is the primary impediment to functional transportation between the Vineyard and the mainland as it has killed off so many alternatives, every single alternative that it can possibly kill off, and it is therefore hardly the lifeline that it claims to be. It is the single lifeline killing entity for surface transportation between Martha's Vineyard and the mainland. We need to kill off the monopoly. Thank you.

**Sean:** Thank you. All right. I think I have the video issue sorted out. Nat, I will bring you back over.

**[pause 00:18:03]**

**Sean:** John, how many attendees you have up there?

**John:** 49.

**Terence:** **[unintelligible 00:18:21]** Is that what he says, 49?

**Robert Davis:** Yes.

**Terence:** Okay. Thank you. **[silence]** Nat, you're muted if you're talking. **[silence]**

**Mr. Trumbull:** The consistent failure of the Steamship Authority to consider the injurious impact of its freight schedules on the residents of Barnstable and Falmouth is unacceptable and must change immediately. We object to the Steamship Authority's scheduling of a daily 5:30 AM freight boat from Woods Hole to the Vineyard and from the Vineyard to Woods Hole, which is now running from January 1st to December 31st, and their multiple negative public health impacts on residents.

The Steamship Authority has failed to address the health and safety impacts of the Steamship Authority's freight truck traffic borne by Barnstable and Falmouth residents among others. Those impacts include sleep deprivation, diesel soot from

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such a high concentration of diesel trucks in such close proximity to our homes and in residentially zoned neighborhoods, freight truck and passenger bus idling at Woods Hole Terminal, and generally, the creation of unsafe conditions on our roadways. Trucks that are so heavily loaded, they cannot stop in time when our town school buses are loading or unloading. I found the Select Board is repeatedly requested that the 5:30 AM freight schedule be eliminated, the Steamship has ignored and I'm not even sure responded to the Select Board's letters. It's ludicrous for the Steamship Authority to continue to insist that there is no zero noise or health impact on residents' sleep by 40-foot or less than 40-foot trucks as concerns the 5:30 AM freight schedule.

As impacted port communities harmed by the actions of the Steamship Authority, we demand that the Steamship Authority immediately revise its proposed freight schedules for 2024 to eliminate the 5:30 AM scheduling. I did want to take the opportunity if this works. Was I supposed to ask you to turn on the sound-sharing box on the left?

**Sean:** I would recommend you just try to run that, I think it'll just work.

**Mr. Trumbull:** Okay, let's see.

**[pause 00:21:07].**

I think it was last year, sorry for the-- That maybe that. At last year's hearing, there was mention of a video of just what the 5:30 traffic looks like coming into Woods Hole. As soon as this stops, we'll take a look. Is that video visible?

**Sean:** Yes.

**Mr. Trumbull:** Okay.

**[pause 00:21:48].**

Okay, well, and so on and so forth, I think is the answer.

[silence]

There have been questions about when the 5:30 AM boat began, and it's been just a decade since you've continued to expand and kept the 5:30 AM. It's reported as being kept on only in the summer but I'd note that summer is 5.5, almost six months long when we look at the schedule.

[silence]

The growth of freight truck numbers carried through Woods Hole and Woods Hole villages is stounding but also incredibly detrimental to Falmouth and Woods Hole residents. The Steamship Authority as John Woodwell mentioned, has failed to take steps to shift non-time-sensitive Vineyard freight, and I'm referring here to landscape

materials, sod gravel, rocks, mulch, old trees, and septic demolition, construction materials, everything we see on our roads, just huge volumes to an off-Cape port or at least partially to an off-Cape port as an alternative to increasing as it's currently doing today. Freight capacity through Woods Hole and for that matter Hyannis communities.

In the words of a Steamship board member himself, the Steamship has demonstrated only lip service. Those are his words for seeking an off-Cape freight route to the islands. Rather than pursuing supplemental off-Cape freight service to the islands, the Steamship has simply increased its capacity and freight truck numbers to the islands through the ports of Hyannis and Woods Hole.

A question I'd like to ask today and which I'd like to receive a specific answer is, what has the Steamship Authority done the last six months for example, to help establish freight service from an off-Cape port to the islands? We heard another RFP would be developed but then, as far as I know, there's been nothing forthcoming. As impacted port communities, we demand that the Steamship Authority launch a supplementary off-Cape marine freight service to the islands. Just to give a sense of the numbers--

[silence]

Others have seen this, but from 2012 to 2022, our latest decade-length period, there has been a 39% jump in the number of freight trucks through its old terminal. Honestly, the numbers are actually even more percentage-wise, more shocking, a 47% jump in the number of freight trucks. As many have noted, those trucks also appear to be much longer and therefore, more than likely heavier than in previous years.

Just to give a sense of what some of the impacts on what these trucks may look like, let's just take a quick glance at another video and I apologize if there's-- Okay, I think this has it, and if the sound is coming through but there is sound here.

**[pause 00:26:55].**

Admittedly not at 5:30 to judge from the skylight but this is what you're sending through residentially zoned neighborhoods, seemingly without any constraints, any limits, any second thoughts about what you're sending, just one other to give you a sense of what's-- there's noise, particular matter, on this particular case that this was said, just take a look.

[silence]

One day we will measure the level of that set that you're leaving and broadcasting through our neighborhoods and I think we'll all be much better informed about the health consequences of what this is doing to our communities.

[silence]

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Maybe I'll leave that up there for now.

[silence]

The Steamship Authority has failed to make progress on reducing traffic backup and parking issues in Woods Hole Village. I believe the situation is similar in Hyannis to judge from the recent March 16th, Barnstable town council meeting which I had thought according to the Steamship Authority Board member from Barnstable that there were few issues in Barnstable. It turns out, they have exactly the same issue as we do and their representatives are more than happy to talk about them.

Concerning back to Woods Hole, I would like to point out that the Steamship Authority's previously, regularly meeting Woods Hole, Falmouth traffic, and noise mitigation working group has not been convened now for over a year, and I believe since November 2021, that is practically a year and a half. I'd point out the working group was a commitment the Steamship Authority made to the Falmouth community in a previous Section 15A report which I'd encourage you to revisit because, for all intents and purposes, it appears the Steamship has simply disbanded this group. Therefore we're all the more skeptical of any Steamship Authority commitments to community concerns, and we read such statement as in last year's section 15A report, after last year's June 8th, public hearing. Again, we read in the report the authority will continue to work with the working group, it's freight customers, Massachusetts state police, and the State police commercial vehicle enforcement section. I point out that my understanding of the Steamship is not encouraging the state police commercial vehicle enforcement section to even appear at Woods Hole due to the reconstruction.

The statement last year's report continues, the authority will need to work with the town of Falmouth to ensure that its operations are safe, lawful, and respectful to the Woods Hole community's concerns. As impacted port communities we demand that the Steamship Authority honor its commitment in its previous section 15A report to convene and regularly meet with the Woods Hole, Falmouth, traffic and noise mitigation working group. With your patience, I would like to show a couple more videos that demonstrate some of the issues in Woods Hole.

**Terence:** How many videos do you have, because we have a number of people who want to make sure that we get to the testimony. I think we get the gist of what you're saying but [crosstalk] just to get an idea.

**Mr. Trumbull:** With all respect, judge, I will return, Terence, because I think a lot of these videos do show the points that we've made in previous years that have gone completely unanswered, but why don't I yield the floor as you suggest.

**Terence:** Yes, I just want to make sure we get everybody, that's all. I see about half a dozen hands up right now.

**Mr. Trumbull:** Okay, why don't we go to the others? That's totally fine with me.

**Terence:** Okay, I appreciate that.

**Sean:** [unintelligible 00:32:32] you're up next.

**Robert:** [unintelligible 00:32:36] after that.

**Speaker 5:** Can you hear me okay?

**Terence:** Yes, sir.

**Speaker 5:** Before I start two points of clarification, can I understand who of any of the board of governors are in attendance at this meeting?

**Sean:** I see Peter Jeffrey on at this point.

**Speaker 6:** The court will be providing the board and/or council with the transcript and recording.

**Speaker 5:** Yes, sir. Peter Jeffrey is the only board of governor present, is that right?

**Sean:** That I can see, yes. There are a couple of phone numbers that I don't recognize.

**Speaker 5:** Thank you and then is it possible for the new chief operating officer to also be on the camera and visible?

**Robert:** He is just right here.

**Sean:** I'm sorry, it's just the way our camera is set up.

**Speaker 5:** Respectfully, I think it's important that the leadership of the Steamship are visible during the meeting, so thank you.

**Sean:** You're welcome.

**Speaker 5:** I want to build on the testimony of my neighbors, I want to make a couple of observations. The Steamship leadership may not be aware but most of the emergency orders of COVID are now over, and it's customary to have these kinds of meetings face-to-face so its true exchange can take place. One could interpret both the short notice, the date and time of this meeting, and then the method of using Zoom is really an attempt to insulate the leadership of the Steamship from the people which it serves. I would hope in future meetings as we discussed a year ago that we would actually meet in the same room, to have a full and thoughtful exchange. This is not the mode in which to drive trust-based discourse, it's been well-proven. I encourage you to think about that.

Second, and as we talked about when we met a year ago, two years ago, three years ago, the leadership under Mr. Davis of the Steamship has done virtually everything possible to anger the port city of, we're told in Falmouth, it's shocking. It's

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shocking because most of the history of the Steamship, it was not operated in that manner. This has to do with people, not organizations. It has to do with a deliberate leadership style and practice to create and foster conflict, to do anything but look for compromise. I would understand if the Steamship was a for-profit entity motivated by money, but it's not. It is a rogue entity with very little oversight or governance.

Let's look at some other facts. The fact is the 5:30 ship when first conceived by your very own records, the leaders of that time were concerned about the externalities of it and it was conceived as a trial. It was noted in your own records that should it cause too many externalities, it may need to be cancelled. You have forgotten about that, perhaps deliberately. Second, as pointed out by my neighbor, you try to make the argument that that is necessary to transport goods for whatever reason that you believe can only go at that time. As you've seen in videos, it could be nothing further from the truth. You said it's impractical to move goods at other times during the day, because you prioritize the bulk movement of sewage and waste over truck steward's haul, versus doing the smart thing and barging them away in a different modality to a different port.

It's silly, it makes no common sense, and yes with every truck you add to the streets of Woods Hole, your slips get larger, your ships get bigger, your crews get thinner because you have a hard time training and retaining, but the streets that your traffic goes through remain the same, let's think about that. You push more and more, heavier and heavier vehicles over the same corridors. You move explosive chemicals, you move flammable waste, you allow carriers to run tractors that are poorly maintained as the videos evidence, and you're a lifeline service. You're singularly responsible for the well-being of people in Falmouth and people on the vineyard, and yet through your very manners and actions through your leadership, through your decision making, you decide through hubris to add increasing level of risks to their lives, none of which is necessary.

Now let's think about it for a second, shall we? You've exhausted 75% of your debt capacity, you know that. Your interest payments are ballooning, you know that, and fully half of that expenditure has gone to short-sight facilities that are not necessary for the core operations of the Steamship. You're stealing from the operations that are necessary to feed some ego-driven agenda of fixed asset build-up.

Then you have the nerve to say, "Well, we really can't have a competing service that may be more efficient, we can't really structure an RFP that may be commercially viable, because it might take away from the revenues of the Steamship which spending money like water." That gets us to having to jam, too much traffic through the port of Woods Hole. You see you've systemically failed your constituents. You have systemically failed the employees of the Steamship, and you have made a mockery of compromise and Stewardship in the process, and all of it is unnecessary. You see, if you are a lifeline service, and I believe the islands deserve a lifeline service, your goal is to mitigate, not build risk. Your responsibility is to make it so then when the port of Woods Hole is temporarily unavailable, service can continue. Do you know even your new slips have added risk to your operation? As a licensed

captain myself, I feel badly for your skippers who are now oftentimes having to head inbound down the wrong side of the channel to make the new slips. I feel badly for the ship traffic around the entrance to the drawbridge.

I have myself been leaving Eel Pond one foggy morning not long ago, only to see one of your ferries massively miss slip three and end up on the oceanographic dock. This is your creation. You've done this deliberately with malice. I too, respect, respectfully ask that you start over. Join the community. Leave a legacy of smart decision-making. De-risk the operations of this Steamship. Work with, not against the community. Robert Rainey once said that the reason we're not getting through to you is because we're not asking nicely. I'm asking you, will you just engage in honest discourse? Will you read your own words? Keep your prior commitments.

Let's take the pressure off the Port of Woods Hole. Let's work together to make you a fault-tolerant lifeline. Maybe you can prove once and for all that monopolies are not bad things. Right now, the way you're acting is the worst example of an unregulated monopoly. Please don't do that. Please correct your schedule and do much more. Let's move on together respectfully and make positive change. Thank you.

**Sean:** Thank you. [unintelligible 00:42:38] Siegel. Then it'll be [unintelligible 00:42:41] after that.

**Robert:** Ms. Siegel, are you there? We can't hear you, though.

**Terence:** It seems you're unmuted but we can't hear you.

**Sean:** Now I'm going to come back to you, Ms. Siegel. We'll come back to you in a minute.

**Terence:** We'll come back to you right after the next speaker. I promise, we'll come right back to you. Let's go to Mr. DeWitt, Sean.

**Sean:** Are you there?

**Edward:** Yes, I'm here. Can you hear me?

**Terence:** Wait, we can. Go ahead.

**Edward:** Okay, thank you. My name is Edward DeWitt. I'm a resident of Falmouth and I'm a previous representative from the town of Falmouth to the Steamship Authority. I have a quick question as a follow-up to the members of the authority in attendance. Section 15A requires members of the authority to consider all testimony given at this hearing prior to voting on the schedule. Can you explain how the testimony is fully considered by each member not in attendance in today's hearing, particularly if you're not really tracking who's in attendance?

**Terence:** Well, I think we are tracking who's in attendance. We get Sean to test the scroll through the list. What we're going to do, Ed, is take the video, which actually



you're going to be a part of, along with the transcript, and get that transcribed as well, so that they'll have a full review of all the testimony as well as the video and so forth.

**Edward:** Just so I'm clear then, if a member of the authority does not review the testimony in its entirety, they have to recuse themselves from voting on the schedule. Is that correct?

**Terence:** Well, I'm pretty certain that they're. I agree with you that they really should be voting on it if they haven't reviewed it. I would agree with you on that point, yes. I'm going to go on a limb and say I'm pretty certain that they are going to review everything because I know that they do.

**Edward:** Well, has that been the consistent practice over the years? Because it's my understanding, talking to some of the members, that they did not review the testimony, which is a prerequisite to voting on the schedule.

**Terence:** That's not my understanding. I'm not sure where you got that information.

**Edward:** Okay, well, only what I told. All right, thank you.

**Terence:** That's a very good point. I'll follow up on that. Go ahead.

**Edward:** At 2023 authority advertisement reads, and I quote, "So you can be on island time, we run on your schedule. More boats, more departures, and the lowest fares give you the best options." The Authority's Enabling Act states the purpose of the authority is to provide, and I'm quoting, quote, "to provide adequate transportation of persons and necessities of life for the Islands of Nantucket and Martha's Vinyard." The legislature did not envision a business model focused on maximum resident revenue and convenience. It envisioned a lifelike model. There are three noteworthy takeaways from the legislative purchase date.

First, the use of the word adequate. The authority is the only state transportation agency whose purpose limits the agency to providing adequate service. For instance, the MBTA Act reads, "To establish transit facilities and related infrastructure, including terminal, stations, access roads and parking, pedestrian access facilities, and bicycle parking and access facilities as may be deemed necessary and desirable." The regional transit agencies are authorized to provide mass transient services in any manner. The Enabling Act does not read adequate or better. It does not read as deemed necessary or in any manner. It simply says, "To provide adequate transportation."

The dictionary definition of adequate is minimum required. Where is the requirement for, we run on your schedule, more boats, more departures, and the lowest fares give you the best option? Before the authority can vote on a schedule, it must first make a factual finding that the schedule is the minimum required to provide transportation of persons and necessities of life. This is a question of minimum necessary and not personal convenience of any person or entity. Based on public

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statements by General Manager Mr. Davis, the schedule is driven by convenience and personal preference because after all, we run on your schedule and not the minimum necessary to transport persons in necessities of life.

The second takeaway is the emphasis on necessities of life. Legal scholars have defined necessities of life as food, medical, fuel, and public safety. The authority has defined necessities of life as whatever is necessary for the absolute convenience of anyone. Again, remember the ad. You can be on island time, we run on your schedule. Has the authority ever defined necessities of life? Is a person vacationing with his or her family who needs to commute off the island on a daily basis a necessary of life?

When, if ever, is any nonresident bringing a vehicle to the island related to a necessary of life? How is a 5:30 boat related or required by necessities of life? How many landscaping trucks does it take each day to satisfy the necessities of life for the Islands? How is the exploitation of trash a necessary of life? It doesn't seem to be a necessity of life for Nantucket. Before the authority can approve the schedule, it must first define necessities of life. It must also make a finding that the schedule is consistent with and does not exceed its legislative purpose. This has not happened in the past.

The third take away is the absence of the word vehicle, an inclusion of only persons. The clear legislative intent was not for the authority to be a substitute bridge to the island, but for it to be, in fact, a lifeline. This schedule is a substitute bridge to Martha's Vineyard. It's time for the authority to re-examine its purpose and mission, expand its schedules, larger vessels, more trucks, more cars, is not what the Enabling Act allows. It's far beyond that. I think it's time for the Steamship Authority to completely re-examine how it's operating and what its goals are. Thank you.

**Robert:** Thank you, Ed. You got next who, Sean?

**Sean:** Yes. Next, there'll be Kristen Alexander, and then Suzanne Kuffler after that.

**Robert:** Did we lose Deborah [crosstalk]?

**Sean:** Yes. [unintelligible 00:50:47].

**Robert:** Ms. Siegel?

**Sean:** I don't see her on the list, so we'll check that before we're done.

**Robert:** Okay. At some time. Ms. Alexander, you have the floor. Thank you. Sorry, we just double-checking on, Ms. Siegel. Please go ahead.

**Kristen:** Hi, I'm Kristen Alexander, can you hear me, okay?

**Robert:** Yes, we can.

**Kristen:** Thank you for this meeting. I've been a resident here 63 years in the last 30 years, full-time. I was looking back to see when the last time it was discussed about freight from New Bedford and that was in 2019. They had done a survey that said 40% of the freight that passed us through New Bedford comes through Falmouth and Woods Hole. I'm curious if we could look at that again and see. I know the Steamship does not want to address the freight through New Bedford, but if 40% of it is in 2019 passing through New Bedford to come all the way down through our community, that's crazy.

The other thing I wanted to address is that the Steamship knows that there's more air traffic going into the vineyards. They're losing a lot of revenue for regular-- the air traffic is insane now. Cars are not what you're going to make your money off of. I think we need to look at why you're so against what the community needs, what the community of Falmouth and Woods Hole needs. You need to look at it. Where is it coming from? It's coming from the money. You want the money to make this Steamship Authority work.

That's understandable but at the detriment to the community that is on this side of [chuckles] the ocean. How much money are you making on this 5:30 AM freight boat? It's not about anything else other than the money in my mind. I think that should be really addressed. How much are you actually losing if you get rid of this freight boat? How much are you actually making with this freight boat because your argument that you need it doesn't fly? The only time that change has occurred for people that live on this side [chuckles] that dealing with the speed, dealing with the surges in traffic.

Which make my lifeline to Falmouth Hospital via Palmer Avenue, that corridor, there is a surge of traffic every time the boat lets out. Never mind the 5:30 AM, there's a surge where I can't get to the hospital, and that's my lifeline. There's air quality, noise. We're not addressing that, we're addressing the 5:30 AM run. I understand, but the only time that change has ever occurred with the Steamship in my 30 years of living here full-time was that fateful day on the 4th of July when you had to change your standby reservations because there was a backup for four miles.

[chuckles] Are you going to work with the community, or are you going to put us in a situation where we need to do something that is citizens that are fighting against the Steamship Authority? Is that what you want? That's not how I want to approach this with the Steamship. I don't want to have to approach it by driving the speed limit every time I go to Woods Hole. If I drive the speed limit, I'll have people passing me like crazy. 5:30 in the morning those trucks will be really dangerous because they'll be on the other side of the road.

Now, [chuckles] that's just going the speed limit. Really, I know that the road to the Steamship is not your purview, but you've got a whole community of Falmouth, Woods Hole, and the greater Falmouth area that is really losing their minds over this. What are you going to do about it? Are you going to work with us, or are you going to have people who are just making your operations difficult? I agree that what Steven

Lasser said that we need to work together, but I don't feel like that has happened in the last 10 years.

I would request that we try and work together before anything gets out of control. Thank you.

**Sean:** Thank you. We're going to have Suzanne Kuffler and then Fitzelle after that. **[unintelligible 00:56:20]** [silent] Sorry, Suzanne, I'm trying to bring it over. There you go.

**Robert:** Ms. Kuffler, are you there?

**Suzanne:** Mute.

**Robert:** Hey, we can hear you.

**Suzanne:** All right. I don't know how to get the image. Oh, here the video. Maybe start my video. I just wanted to remind you that before you started the 5:30 boat, you said to the community that if we objected, you would take that into consideration. I just don't know what happened. Your word has to mean something to all of us, and I wish you would really listen. The other comments that have preceded me pretty much explain some of the calculations you need to make. Your new boats vessels are going to be larger.

That's a very good reason to cancel the 5:30 boat and set up alternatives. Not to mention an alternate port. Also, the particulates in the air is a big issue for everybody, and for the state. If you want to comply more fully with the state carbon goals, using an alternate port is a really important part of transportation, especially the Marine Highway, whether you like it or not, we just have to take strong actions like that. You really, really need to be part of it. A building that is designed well for the environment is this only a small contribution compared to the number of runs your vessels are taking, and eliminating the 5:30 ferry would be just the beginning.

I think you have enough carrier capacity to do that. For our community, it's not just business interests and the truckers, it's all of us. I really haven't seen all of us in all the years that I've been paying attention to the Steamship Authority. If you change your business model, follow the Enabling Act, we'd be much better off. Thank you.

**Robert:** Thank you, Ms. Kuffler. Go ahead.

**Sean:** **[unintelligible 00:59:07]** Fitzelle and then Judy Laster after that.

**[pause:00:59:13]**

**Robert:** Are you there with us? It seems you're muted. We see your video, we don't hear your voice though. I think you're muted, sir.

**Sean:** There's a wall in there too.

**Robert:** I think you just need to hit the unmute button and it looks like you have froze. We fell out. [crosstalk] Let's go back to Ms. Laster. I guess we go through Judy Laster.

**Terrence:** It's all right.

**Robert:** Ms. Laster, are you with us?

**Sean:** Yes, she is.

**Judy:** I wish I could say thank you for holding this meeting but I don't think you care about it so I'm not gonna say thank you. We know that you only meet with us when we petition you to do so and we know that you the Steamship Authority staff really could care less about anything we say. The contempt that you have for us is demonstrated every time we meet with you and you sit there staring blankly at us and doing nothing to respond in any concrete manner.

Although we can say these words I have no hope that anything will change until we change the leadership of the steamship both the Board of Governors and you people sitting there facing us today. The statute provides no language which says some bureaucrat can decide to ruin a community yet that's what you're doing and you do it under the cover of whatever legal entity states that you think you can do this. I want to know where's the Board of Governors?

The fact that they're not here at this meeting or ever meeting with this community except the representative who is Falmouth the representative really shows the contempt that you have for this community in particular. We are nothing but a service pathway for you. You don't care what you do to us. You don't care how you do it. Despite the fact that we've had these meetings for many many years now, not one thing has changed. You may pay lip service to things but you never actually do anything. In fact, you do the exact opposite and create significant harm.

Perhaps the Attorney General's office will take interest in the fact that you are creating a disaster in this community and a disaster in the operations of the Steamship Authority. Perhaps you'll end up like the MBTA under federal jurisdiction in terms of the problems that you have. I have no idea but I certainly hope that someone comes in and forces you to do the right thing because left to your own devices, it's clear that you're not going to do anything. I want to know why do you continue to fail to make any reasonable effort to reduce your harmful impact on the communities that you harm?

Where is your strategic plan? We know you don't want to do it. You were under some request to do this many many years ago but you're just recalcitrant to do everything. This new general manager does this person have any actual authority or is he just a puppet carrying out the harmful requests of your so-called leadership? We know that someday there's going to be a much more emergent problem than there currently is. That someday will though mean that you are completely screwed. Meaning that your financial problems are only going to continue to get bigger.

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That means that you're going to supposedly assess the port communities for your lack of financial stability. Who is saying that these decisions that you're making are in the best interest of the steamship or the communities that they supposedly serve? Where is the Board of Governors? Why don't they care about the harm that you, Mr. Davis through your supposed leadership have inflicted and continue to inflict? You sit there and you stare at us. We know you're bored. We know you don't want to meet with us, that's great, but someday you're going to need us because you have problems.

Do I have any faith that you're actually going to work with this community to do anything? No, I don't. If you had even taken one small step to actually do something to reduce the traffic problem, we may have some faith in you but I have none. You've figured out how to put up a cell tower without any community input. Sneaky sneaky sneaky. Everything that you've told us that you're going to do at the terminal has changed under the cover of darkness. I do not understand why you have no requirement to have any public process but you don't.

Or if you do you don't care. I really hope that at some point when this leadership changes it's not too late to save our community from the harmful impact that you are forcing on us. I've lived here for a long time a lot longer than you've worked at the Steamship. I've never seen it as bad as it is now. That's it. I don't have a question to ask of you. I just hope that at some point the leadership changes maybe the Attorney General's office will investigate the problems that you have. Maybe the inspector General will overlook oversee what you're doing.

Somebody has to get you under control. It's really bad.

**Robert:** Let's go on to the next one, Sean. Thank you.

**Moderator:** Do you do Suzanne now?

**Robert:** I don't know if she's-- We did do her. Kuffler was--

**Sean:** There's a couple people who haven't spoken so, we do have a [crosstalk]

**Robert:** Next, please.

**Sean:** Ethan, I'm trying to promote you to analyst so if you could message you need to accept that to be able to speak.

**Ethan:** Let's try this.

**Robert:** Ethan, are you there?

**Sean:** No. All right.

**Robert:** Ethan are you there?

**Ethan:** Can you hear me?

**Sean:** Yes.

**Robert:** Yes we can now. Yes go ahead, Ethan.

**Ethan:** Good. I'd like to say a few different things not in any exact order. The first thing is what I see and have been seeing is a small group of people that are very good at stomping their feet and making a lot of noise. None of those people actually use the steamship service. The steamship is there to provide service to people on the islands. **[inaudible 01:08:23]** I use that service quite a bit in my industry which is trucking. It is 100% necessary to have the early boats all across the country in a multitude of different vocations.

Trucking starts early to supply those places with the things that they need to keep going. It's not something that's specific to the island. The SSA is there to serve the people on the islands. It's neighbors. I can respect that they've been playing nice. Quite frankly, I would've stopped playing a long time ago. The working group and all that stuff, I think that it was nice of you guys to do that and hear these people out. I think in the end, you are there for the people of the islands. What's hold is a shipping port. It has been a shipping port.

I think if people move next to a shipping port then expect there to be no shipping. That there's a large problem there. Moving the operations to other ports, I don't see how that reduces particulate emissions or anything else. All it does is push the traffic into someone else's neighborhood, which I think is the end goal of at least the people that I've heard on this meeting so far. A road leading to the steamship, Woods Hole, my understanding is the state highway. Steamship does not control that highway. In fact, a few years back, somebody had put up signs, now Jake Brakes, and the state took them down.

Obviously, the state doesn't have a problem with the highway being used. It's also my understanding that the steamship authority is supposed to be somewhat of an extension of the highway. It's not there so that we on the islands can scrape by with what the residents of Falmouth think it's necessary for us. I don't think that anyone, especially with the costs, especially after the increase this year, is sending trucks back and forth for fun. To say that those trucks are not necessary is outrageous, I feel. Air traffic, I know that was talked about for a minute there.

I think that's ridiculous to think that air traffic would ever replace people that commute on the boats, especially from flows. I don't see anyone flying in from all the workers that go across. I don't think that has anything to do with truck traffic. It seems to be the main point of contention, to begin with. I'd like to know also, when all this stops because certain requirements were put on trucks already on the 5:30 boat leaving Woods Hole when it does run. Obviously, that didn't make anyone happy enough to layoff so, when does it end?

If the 5:30 is canceled, then will it be the 6:00? Is the 9:45 too late? I travel these boats every day, I spent hundreds of thousands of dollars a year with the SSA and I see them loaded up all the time. I have trouble getting on them when we need to add additional trips. To assume that we could just get rid of those trips because people live next to a road but don't like vehicles driving by, I think is ludicrous. Most of the trucks that service the island are registered in Massachusetts, we all have to pass emissions tests when we get our inspection stickers.

I think constantly bringing up emissions of vehicles is a moot point. They're all legal to be on the road. I know Nat mentioned the condition of some of them, I didn't realize he was an expert on trucks looking at the drive line on video. All these trucks are legal to be on the road. This is no different than people that live near truck stops or large warehouses or airports or busy cities. Vehicles are on the road making deliveries, airplanes are in the sky. I think the best answer is if you don't like living near a state highway, move away from that and solve the problem.

Not to try to alter the operations, schedules, livelihood of thousands and thousands, outreaches thousands of people that work for these companies, that are getting deliveries these companies, that are using a 5:30 boat and all the boats. It's not a small amount of people. I heard a lot of demands made by the people that spoke before me. It sounded like most of them are just to make things better for them in terms of traffic going by their house, but my demand for the SSA is to serve the shippers and people that pay the bills by using your service better.

That might not equate to making residents of Falmouth happier, but unfortunately, it is the way it is. There's people all around this country in this world that live near places where there's a lot of traffic and they just have to deal with it. If the board decides they don't like Falmouth traffic going through, should they shut it off? Or if **[unintelligible 01:15:08]** decides they don't like Warren traffic going through, where do you stop? The people that are sparking up these issues have found an end where they can direct their anger, everyone else in the world has to just deal with it.

You can't just go out and put a fence across the highway because you don't like vehicles going by at a certain hour. I think the bottom line is that it's a state highway leading to the SSA. Asking the SSA to monitor what and where and what times people are shipping things and do they need to be shipped out early or not that hour or in that amount, is absolutely insanity. It is insane. This is not Communist China, they are not there to regulate what we do and don't ship and at what time we ship it. Nowhere else does that happen.

They're there to drive a boat back and forth with vehicles and people on it. That is it. I think it is absolutely outrageous. I've gotten letters before asking me why I need to start at whatever hour I'm starting at, am I doing things when I get back to the island that requires me to start that early. Quite frankly, it's none of the Steamship Authority's business, it's none of the people that live in Falmouth's business. This is America. We have the right to operate our businesses and life as we see fit.



I think my demand would be for the SSA to be more concerned with the people that use their service and pay their bills than the people making noise on the sidelines. That is all. Thank you.

**Robert:** Thank you, Ethan. Let's take a look at our list, Sean. I think we haven't heard from Mr. Davey and Kuffler and I think we've heard Ms. Alexander Rich, she has her hand up again. Let's go to Mr. Kuffler. He fell out earlier. Correct. Oh, no, that was Mr. Fitzelle. Excuse me. Mr. Kuffler, are you there, sir?

**Mr. Kuffler:** I'm here.

**Robert:** Very good. You have the floor, sir. Go ahead.

**Mr. Kuffler:** Thank you. I find it very interesting that the most animated I've seen any of the SSA people who were there during this meeting is when Ethan spoke. That's because Ethan supported the absolute goals of the Steamship Authority which are both self-serving which is ever to expand. Ethan used the same argument that the steamship authority has, that if you move to Woods Hole, Falmouth, or anywhere in with an impact on your life, due to the SSA, you should have known what you were doing and you should have moved out.

You don't like it now, move out now, but nobody ever expected the unbridled development that the Steamship Authority has inflicted on so many people, not just people who live right on the street, but in the entire area. Ethan claims that those of us who are complaining have no right to minimize the rights of other people to do what they want. That's not true. We have a right to our rights and our health benefits, not at your expense. In other words, you cannot develop at our expense.

Speaking of expenses, let's look at an issue that was raised by Judy Laster talking about the unbridled deaths. Still, the new ticketing building has not been built, but the Steamship Authority still plans to go forward willy-nilly regardless of the outrageous cost of it, and the outrageous size which is completely unnecessary. Everybody knows that the current ticketing office is more than adequate for the needs and even that ticket office will probably be shown to be over overly sized.

The Steamship Authority is not doing anything constructive, is again self-serving, self-righteous, and doesn't give a damn about anybody else and we have a right to complain. You are having a very serious impact on all our lifestyles. It is not just the Vineyard people you have to take care of, or the people of Nantucket. You have to consider all those whose lives you have very serious negative impacts all year, not just during the summer. It is not just the 530 votes. This meeting was specifically geared to dealing with the scheduling.

You have to consider all the ramifications of your massive overdevelopment over expenditure and total disregard for both the local individuals, and internationally, and our whole society with your massive pollution, both noise, air pollution, and your refusal to consider electrification. No forward planning, no thinking, no global goals, seat of the pants, and you have virtually never gotten it right. Most people have

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learned by now that you cannot go bumbling forward forever. Ypu should be held responsible for what I see as crimes against us.

Perhaps we cannot hold you responsible in a court of law, but you know you're violating social commitments. As people in a state entity, you have social responsibilities to the local communities and the world in general. Again, like Judy Laster said,, I'm not thanking you for this meeting. You were forced to have it begrudging. I will thank, however, all those who have the courage to speak out and have been speaking out for decades. I myself have been fighting against the Steamship Authority when it started to get over expensive when I was seven years old, a long time ago.

There has been never one word of consideration from the Steamship Authority. We make all these claims, and yet never do you respond to this. It's like talking into a black hole. Information goes in, nothing comes out except next week or next month, we find some new travesty. God help us all, you need to change. That's the end. Thank you.

**Robert:** Hey, Sean, I see Mr. Fitzelle, why don't we go ahead? He hasn't had a chance yet, [silence].

**Sean:** Mr. Fitzelle, are you there, sir?

**Fitzelle:** I can't get my thing on mute.

**Sean:** No, we can hear you.

**Robert:** We can hear you now.

**Fitzelle:** Oh, you can hear me?

**Robert:** We can't see you, but we can hear you. Go right ahead, sir.

**Fitzelle:** You're lucky there, but I hope two points. The first is the Selectmen and the town of Falmouth have requested for at least three years, the 5:30 boat be canceled. When we look into it, there's no reason it can't be canceled. If you are going to once again, thumb your nose that the Falmouth Selectmen, the town of Falmouth, your main port, then you should at least give us a lengthy explanation of why you are not canceling the 5:30 boat. My second point is, right now with your temporary setup down there, it's more dangerous than it's ever been.

You should have employees out there walking around explaining people where to go. There should be some signage. People who ride that ferry every day, get down there and don't know what's going on. As the summer comes on, it could be really quite serious. Thank you.

**Robert:** Thank you, sir.

**Sean:** Let's see [unintelligible 01:23:43].

**Robert:** Yes, sorry, who was that one?

**Terrence:** I see the Stark.

**Robert:** Let's go the Stark, Sean. May another chance on her. [silence] Mr. Stark and Mrs. Stark, are you there?

**Mrs. Stark:** Okay, can you hear me now.

**Robert:** We can, go right ahead, please.

**Mrs. Stark:** Okay. The meeting opened with a statement saying that the schedules haven't changed in several years now and I'd just like to say that the daily scheduling as it stands now runs from 5:30 AM until 10:15 PM. There are ships constantly running. They're constantly moving and it tells me that you're up against limits now with a schedule that is that busy and ships on the constant move. The assertion that the schedules haven't changed in years. I'm a little curious because there is a vessel that arrives in at 6:15 every morning and it is incredibly noisy.

I went to find it on the schedule and I couldn't find it. Now I know that you put on extra freight vessels as needed, so you have some flexibility when that's needed in times of peak demand and so forth. I could not find this vessel, the 6:15 coming into Woods Hole on any schedule. Perhaps my mistake, I don't know, but how many other vessels are moving without being on the schedule and allowing you to assert that there has been no increase in the schedule over so many years. That's just my question.

All the other issues-- this is not the right forum for, but I thank you for responding to that question. Not now, but through something printed or over the media later.

**Robert:** Great. We'll do that. Thank you. Who are we having, Sean?

**Sean:** Kristen, and Nat.

**Robert:** Let's go to Kristen, she's been waiting for a little bit to get back on. [silence] Ms. Alexander, are you there, please?

**Kristen:** Hi. I just wanted to quickly respond to Ethan. It's disturbing to me that someone from the Vineyard has so much animosity towards the people in another community. I have a lot of friends on the Vineyard and I moved away from the main road because of the Steamship Authority traffic. I'm not living in an area that is affected by the traffic that goes down at 5:30 in the morning, specifically because I moved. It makes me want to say to you, Ethan, why don't you stop whatever you're doing, [laughs], because it's a problem for me.

Why don't you stop, because I've already done that move [laughs] for you on the Vineyard [laughs]. For you people on the Vineyard, I have done my part. When are the people in Falmouth and Woods Hole going to be taken accounted for? It's ridiculous. It's getting to a point where there's going to be a major problem if we don't work together and hearing a comment from somebody like Ethan about how this is America. It's America. [laughs] so watch out [laughs] because there are citizens who will not put up with this stuff, or you can work with us.

You can work with the community on the other side. Thank you.

**Robert:** Thank you. It's coming up here at 3:30. Mr. Trumbull has the last hand up here. I won't give him the floor here to include the testimony. I don't see anybody else raising their hand.

**Sean:** I did get an e-mail from Deb Siegel. She sent her testimony electronically.

**Robert:** Okay, great. All right. Now you have the last word. We could see you, I think you're unmuted, so go right ahead.

**Mr. Trumbull:** I would like to share a few more images. These are not uncommon incidents, inwards hole. We all know, is not a double highway. Most disturbing to me has been the ongoing heavy trucks that blow past our stop school buses. Just one particular event I think-- I may have mentioned before I went down, spoke with the driver. He said he was too heavy, he couldn't stop. [silence] Would like to share a couple more points. [silence]. The Steamship Authority has purchased three new freight vessels in the past year with larger capacity than the current freight vessels they'll replace.

The Steamship has stated that it expects two of the newly acquired vessels to be in service by Spring 2024. Yet the Steamship has not proposed to consolidate any of its freight schedules in 2024 in order to reflect the larger size of those newly required freight vessels. As impacted port communities, we request most sincerely that the Steamship Authority consolidate and reduce its freight schedules to the islands given that the steamship will be using larger freight boats on its existing routes.

The Steamship authority has failed to limit in any significant way its use of its northernmost slip number three, the Woods Hole terminal, despite the completion of the southernmost slip, and we continue to observe the number three slip is being used as actively as the other two slips. We request that the number three slip be used only on an exceptional basis as we expected, and believe were told. I would like to share just one last video because it does make the point of exactly what's happening in Woods Hole.

**[pause 01:31:30]**

I do not think of many of them.

**[pause 01:32:34]**

File name: GMT20230505-180104\_Recording\_3440x1440.mp4

Steamship Authority is a public agency, is a number of privileges. As a public agency, it operates as a legal monopoly able to force drive away any significant competition, especially in its car and freight service. It has very favorable bond borrowing conditions backed by the Commonwealth. The Steamship Authority's decisions in municipalities are free from review and the Steamship Authority doesn't pay taxes. At the same time, the Steamship Authority has a responsibility to all residents, not only those residents of the islands.

As the Enabling Act states in Section Six, the exercise of the powers granted by this act will be in all respects for the benefit of all the people of the Commonwealth and for the improvement of their health and living conditions. It's for this reason that the current bill of Senator Moran is so important. This Steamship Authority takes unevenly and very unfairly the side of the islands on all questions and abandons any responsibility to its mainland port communities. This is Bill SD. 1773. Currently under review and a public hearing will be held soon on this bill.

The bill is titled For Legislation Relative to Municipal Equity in Steamship Authority Operations. [silence] In summary, the Steamship Authority in the islands must stop treating Woods Hole Village and Falmouth and from what we heard the other day, Barnstable as a sacrifice zone. The Enabling Act gives the islands many privileges, but the act does not give the Steamship Authority the right to make a sacrifice zone out of our communities.

**[pause 01:34:52]**

**Robert:** All right. Thank you, Nat.

**Mr. Trumbull:** All right.

**Robert:** All right. That'll conclude the hearing for today. We'll review the testimony again. If folks have any other additional information, please e-mail it to [schedulessteamshipauthority.com](mailto:schedulessteamshipauthority.com). Thank you. **[01:35:24] [END OF AUDIO]**

# **APPENDIX C**

## Terence Kenneally

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**From:** Jane Evelyn Atwood <janeevelynatwood@me.com>  
**Sent:** Friday, May 5, 2023 3:49 PM  
**To:** schedules  
**Subject:** WHY???

I'd just like to know why the SSA doesn't meet us half way and try to find solutions to what they're doing that ruins our community. It's OUR community, you are "visiting", and you are lousy guests.  
And why are you hell-bent on building a monster building that is totally unnecessary, ugly, costs a fortune, and everybody hates?

Jane Evelyn Atwood  
Woods Hole

## Terence Kenneally

---

**From:** Nathaniel Trumbull <nat@teia.org>  
**Sent:** Monday, April 24, 2023 3:09 PM  
**To:** Robert Davis; Terence Kenneally  
**Subject:** Fwd: Submission of Signatures for Petition to Steamship Authority to Hold a Public Hearing concerning Proposed Freight Operating Schedules in 2024  
**Attachments:** Section 15A letter 24April2023.pdf

----- Forwarded message -----

From: **Nathaniel Trumbull** <[nat@teia.org](mailto:nat@teia.org)>  
Date: Mon, Apr 24, 2023 at 3:05 PM  
Subject: Submission of Signatures for Petition to Steamship Authority to Hold a Public Hearing concerning Proposed Freight Operating Schedules in 2024  
To: Robert Ranney <[rranney@steamshipauthority.com](mailto:rranney@steamshipauthority.com)>, James Malkin <[jmalkin@steamshipauthority.com](mailto:jmalkin@steamshipauthority.com)>, Peter Jeffrey <[pjeffrey@steamshipauthority.com](mailto:pjeffrey@steamshipauthority.com)>, Moira Tierney <[mtierney@steamshipauthority.com](mailto:mtierney@steamshipauthority.com)>, Robert Jones <[rjones@steamshipauthority.com](mailto:rjones@steamshipauthority.com)>  
Cc: Fernandes, Dylan - Rep. (HOU) <[Dylan.Fernandes@mahouse.gov](mailto:Dylan.Fernandes@mahouse.gov)>, <[david.vieira@mahouse.gov](mailto:david.vieira@mahouse.gov)>, <[julian.cyr@masenate.gov](mailto:julian.cyr@masenate.gov)>, Moran, Susan (SEN) <[susan.moran@masenate.gov](mailto:susan.moran@masenate.gov)>, <[William.Straus@mahouse.gov](mailto:William.Straus@mahouse.gov)>, Falmouth Selectboard <[selectboard@falmouthma.gov](mailto:selectboard@falmouthma.gov)>, Robert Davis <[rdavis@steamshipauthority.com](mailto:rdavis@steamshipauthority.com)>, <[schedules@steamshipauthority.com](mailto:schedules@steamshipauthority.com)>

April 24, 2023

Dear Steamship Authority Board of Governors,

We, the undersigned, are writing to renew our strenuous objection to the Steamship Authority's scheduling of daily 5:30AM freight trips from Woods Hole to Vineyard Haven and from Vineyard Haven to Woods Hole [proposed](#) by the Steamship Authority concerning its 2024 freight operating schedules as announced on the SSA website.

**The consistent failure of the SSA to consider the injurious impact of its freight schedules on the residents of Barnstable and Falmouth is unacceptable and must change immediately.**

We object to the SSA scheduling of the daily 5:30AM freight from Woods Hole to Vineyard Haven and from Vineyard Haven to Woods Hole and its multiple negative public health impacts on residents. The Falmouth Select Board has repeatedly [requested](#) that the 5:30AM freight schedule be eliminated.

We request that you conduct a public hearing to be held within 14 days of receipt of this petition, per [Section 15A](#) of the Steamship Authority's Enabling Act.

The following topics will be addressed during the public hearing:

- Failure of the Steamship Authority to address the health and safety impacts of the Steamship Authority's freight truck traffic borne by Barnstable and Falmouth residents; those impacts include sleep deprivation, diesel soot from such a high concentration of diesel trucks, freight truck and passenger bus idling at Woods Hole terminal, and the creation of unsafe conditions on our roadways. Trucks less than 40' create a significant amount of noise and the SSA must not continue to insist there is no noise or health impact on sleep by such trucks on residents as concerns the 5:30AM freight schedule; **as impacted port communities irreparably harmed by the actions of the SSA, we demand that the SSA immediately revise its proposed freight schedules for 2024;**

- Failure of the Steamship Authority to take steps to shift non-time-sensitive Vineyard freight (landscaping materials such as sod/gravel/rocks/mulch/whole trees, septic, demolition, construction materials) to an off-Cape port as an alternative to increasing freight capacity through Cape Cod port communities; **as impacted port communities we demand that the Steamship Authority launch a supplementary off-Cape marine freight service to the islands;**

\*The governor's [Kass Report](#) in 2001 and a series of [agreements between the SSA and the Town of Barnstable](#) stated that an offshore freight port must be pursued by the SSA; yet the SSA has consistently refused to pursue *in a meaningful way* a supplementary freight solution in the past two decades; in the words of a SSA Board member, the SSA has demonstrated only "lip service" to seeking an off-Cape freight route to the islands; rather than pursuing supplemental off-Cape freight service to the islands, the SSA has simply increased its capacity and freight truck numbers to the islands through the ports of Hyannis and Woods Hole; at the same time the SSA largely ignores the health and safety impacts of that freight traffic on residentially zoned neighborhoods in Barnstable and Falmouth.

- Failure of the Steamship Authority to make progress on reducing traffic back-up and parking issues in Woods Hole village and in Hyannis; the SSA's Woods Hole/Falmouth Traffic and Noise Mitigation Working Group and not been convened for over a year and [since February 2022](#); the Working Group was a commitment the SSA made to the Falmouth community in its previous Section 15A report; **as impacted port communities we demand that the SSA honor its commitment to the Woods Hole/Falmouth Traffic and Noise Mitigation Working Group from the SSA's previous Section 15A report;**

- The SSA has purchased three new freight vessels in the past year with larger capacity than the current freight vessels they will replace; the SSA has stated that it expects one or more of the newly acquired vessels to be in service by summer 2024; yet the SSA has not proposed to consolidate any of its freight schedules in 2024 in order to reflect the larger size of those newly



acquired freight vessels; **as impacted port communities we demand that the Steamship Authority consolidate and reduce its freight schedules to the islands given that the SSA will be using larger freight boats on its existing routes;**

- Failure of the Steamship Authority to negotiate an agreement with the Town of Falmouth to cap the growth of the number of freight trips it will operate from Woods Hole village (the Town of Barnstable has had such an agreement in place since 1997); **as impacted port communities we demand that the SSA negotiate such an agreement to cap the growth of the number of freight trips within the Town of Falmouth;**

- Failure of the Steamship Authority to limit in any significant way its use of the northern-most slip (no. 3) at Woods Hole terminal, despite the completion of the southern-most (no. 1); we observe that the no. 3 slip is being used as actively as the other two slips; **as an impacted port community we demand that the no. 3 slip be used only on an exceptional basis.**

Please confirm receipt of this petition with 112 signatures.

Sincerely,

Signed by 112 residents (see attachment with names)

Contact: Nat Trumbull, [nat@teia.org](mailto:nat@teia.org), cell 508 540 0308

Cc:

Town of Barnstable Councilors

Falmouth Town Meeting members

## Terence Kenneally

---

**From:** Deborah <dgal4@comcast.net>  
**Sent:** Friday, May 5, 2023 2:58 PM  
**To:** schedules  
**Subject:** May 5, 2023 Testimony

For unknown reasons, you were unable to hear or see me. My comments are a repetition of those that I sent on May 23rd, 2021 as follows:

At the Steamship Authority public meeting held on May 3rd, 2021 I presented the following information from the Town GIS map: There are over 900 houses in the area bounded by the Falmouth/Bourne town line, south to the junction of Routes 28 and 28A, and between those two roads. As I have pointed out at previous public meetings of the SSA, this traffic impacts many more residents than those living near Palmer Ave. and Woods Hole Rd.

My husband and I live in West Falmouth, approximately 1/2 mile from Rte. 28. We are one of those residents of 900 households and are awakened many summer mornings at approximately 4:30 a.m. by the extensive truck traffic on Rte. 28.

I urge you to support the Falmouth Transportation Management Committee's excellent written and comprehensive report of May 13, 2021 on the impacts of the Steamship Authority freight on the Town of Falmouth.

Respectfully,  
Deborah Siegal

## Terence Kenneally

---

**From:** Suzanne Kuffler <suzannekuffler@hotmail.com>  
**Sent:** Thursday, April 13, 2023 3:44 PM  
**To:** schedules  
**Subject:** Proposed schedule changes

Hello,

I would like to thank you for NO 5:30 AM boat out of Woods Hole from January to March 2024. This may be the same as last year. Please extend this same schedule to the remaining months of the year. With the new vessels coming online in 2025 that have greater capacity I certainly would hope that keeping **NO 5:30 out of Woods Hole permanently will be an easy decision for you to make.**

You are familiar with the local WH / Falmouth objection to early morning noise and sleep disruption along a residential corridor. People before business in this regard please. The 5:30 out of VH arriving 6:15 remains a point of contention with the local community as you also know. The trucks arriving are quite noisy in many cases. The hill adds to the noise as these heavy truck climb the hill. If you lived along this route you might feel the same way.

Sincerely,

Suzanne Kuffler  
Woods Hole

## Terence Kenneally

---

**From:** Peggy Szuplat <peggyszu1@gmail.com>  
**Sent:** Monday, April 24, 2023 3:09 PM  
**To:** Nathaniel Trumbull  
**Cc:** Robert Ranney; James Malkin; Peter Jeffrey; Moira Tierney; Robert Jones; Fernandes, Dylan - Rep. (HOU); David Vieira; julian.cyr@masenate.gov; Moran, Susan (SEN); William.Straus@mahouse.gov; Falmouth Selectboard; Robert Davis; schedules  
**Subject:** Re: Submission of Signatures for Petition to Steamship Authority to Hold a Public Hearing concerning Proposed Freight Operating Schedules in 2024

Received, thank you.

On Mon, Apr 24, 2023, 3:06 PM Nathaniel Trumbull <[nat@teia.org](mailto:nat@teia.org)> wrote:

April 24, 2023

Dear Steamship Authority Board of Governors,

We, the undersigned, are writing to renew our strenuous objection to the Steamship Authority's scheduling of daily 5:30AM freight trips from Woods Hole to Vineyard Haven and from Vineyard Haven to Woods Hole [proposed](#) by the Steamship Authority concerning its 2024 freight operating schedules as announced on the SSA website.

**The consistent failure of the SSA to consider the injurious impact of its freight schedules on the residents of Barnstable and Falmouth is unacceptable and must change immediately.**

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We request that you conduct a public hearing to be held within 14 days of receipt of this petition, per [Section 15A](#) of the Steamship Authority's Enabling Act.

The following topics will be addressed during the public hearing:

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residents as concerns the 5:30AM freight schedule; **as impacted port communities irreparably harmed by the actions of the SSA, we demand that the SSA immediately revise its proposed freight schedules for 2024;**

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\*The governor's [Kass Report](#) in 2001 and a series of [agreements between the SSA and the Town of Barnstable](#) stated that an offshore freight port must be pursued by the SSA; yet the SSA has consistently refused to pursue *in a meaningful way* a supplementary freight solution in the past two decades; in the words of a SSA Board member, the SSA has demonstrated only "lip service" to seeking an off-Cape freight route to the islands; rather than pursuing supplemental off-Cape freight service to the islands, the SSA has simply increased its capacity and freight truck numbers to the islands through the ports of Hyannis and Woods Hole; at the same time the SSA largely ignores the health and safety impacts of that freight traffic on residentially zoned neighborhoods in Barnstable and Falmouth.

- Failure of the Steamship Authority to make progress on reducing traffic back-up and parking issues in Woods Hole village and in Hyannis; the SSA's Woods Hole/Falmouth Traffic and Noise Mitigation Working Group and not been convened for over a year and [since February 2022](#); the Working Group was a commitment the SSA made to the Falmouth community in its previous Section 15A report; **as impacted port communities we demand that the SSA honor its commitment to the Woods Hole/Falmouth Traffic and Noise Mitigation Working Group from the SSA's previous Section 15A report;**

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Please confirm receipt of this petition with 112 signatures.

Sincerely,

Signed by 112 residents (see attachment with names)

Contact: Nat Trumbull, [nat@teia.org](mailto:nat@teia.org), cell 508 540 0308

Cc:

Town of Barnstable Councilors

Falmouth Town Meeting members

## Terence Kenneally

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**Sent:** Monday, April 24, 2023 3:06 PM  
**To:** Robert Ranney; James Malkin; Peter Jeffrey; Moira Tierney; Robert Jones  
**Cc:** Fernandes, Dylan - Rep. (HOU); david.vieira@mahouse.gov; julian.cyr@masenate.gov; Moran, Susan (SEN); William.Straus@mahouse.gov; Falmouth Selectboard; Robert Davis; schedules  
**Subject:** Submission of Signatures for Petition to Steamship Authority to Hold a Public Hearing concerning Proposed Freight Operating Schedules in 2024  
**Attachments:** Section 15A letter 24April2023.pdf

April 24, 2023

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Please confirm receipt of this petition with 112 signatures.

Sincerely,

Signed by 112 residents (see attachment with names)

Contact: Nat Trumbull, [nat@teia.org](mailto:nat@teia.org), cell 508 540 0308

Cc:

Town of Barnstable Councilors

Falmouth Town Meeting members



# TOWN OF FALMOUTH

Office of the Town Manager & Select Board

59 Town Hall Square, Falmouth, Massachusetts 02540

Telephone: (508) 495-7320

[townmanager@falmouthma.gov](mailto:townmanager@falmouthma.gov)

June 8, 2023

Mr. Robert F. Ranney, Board Chair (Nantucket)  
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority  
P.O. Box 284  
Woods Hole, MA 02543

Dear Mr. Ranney:

Subject: Summer 2024 Schedule

At a meeting on June 5, 2023, the Falmouth Select Board voted to authorize this letter opposing freight service from Woods Hole beginning before 6:30 a.m. As you know, the residents of Falmouth and the Falmouth Select Board have repeatedly expressed concern about early morning freight departures and associated traffic for many years. In 1999, the Martha's Vineyard and Falmouth Select Boards approved a joint resolution requesting that the Steamship Authority: "... change the departure of the first freight boat from Woods Hole to Martha's Vineyard from 6 A.M. to 7 A.M."

The Steamship Authority and the Select Board continue to receive complaints about 5:30 a.m. freight ferry traffic from Woods Hole residents. These residents noted that the noise from the truck traffic begins well before 5:30 a.m. and disturbs their sleep.

The Board appreciates the measures the Steamship Authority has already taken to mitigate the impact of Steamship traffic to Woods Hole residents including: signage stating trucks are not allowed on Steamship property before 5:00 a.m., letters to freight shippers reminding them of the State anti-idling law, and modifications to the way trucks are staged at the terminal to reduce the use of back-up alarms. The Board is also cognizant of the Steamship Authority's obligation to provide adequate transportation to the people of Martha's Vineyard as well as freight transport. Nonetheless, it is the Board's position that a 5:30 a.m. freight departure from Woods Hole presents an unreasonable burden to our community. We implore you to give serious consideration to changing the first freight departure to 6:30 a.m.

Respectfully,

Nancy R. Taylor, Chair  
Falmouth Select Board

cc: Peter Jeffrey, Falmouth Member Steamship Authority Board of Governors



## TOWN OF OAK BLUFFS

Post Office Box 1327 • Oak Bluffs, MA 02557  
Telephone 508-693-3554 • Fax 508-696-7736

### Select Board

Ryan P. Ruley, *Chair*  
Jason M. Balboni  
Gail M. Barmakian  
Emma Green-Beach  
Brian Packish

Deborah Potter, C.G.A.  
*Town Administrator*

March 15, 2023

Woods Hole, Martha's Vineyard and  
Nantucket Steamship Authority Board  
PO Box 284  
Woods Hole, MA 02543

Robert F. Ranney, *Chair*  
Robert R. Jones, *Vice Chair*  
James M. Malkin, *Secretary*  
Peter J. Jeffrey  
Moiria E. Tierney

**RE: Potential Reduction in Ferry Service to the Island of Martha's Vineyard**  
**VIA: Email and USPS**

Honorable Members of the Board:

The Select Board of the Town of Oak Bluffs has been informed that the Steamship Authority Board may be entertaining a request to reduce service to the Island of Martha's Vineyard by eliminating the 5:30 A.M. ferry. This seems to have become an annual occurrence and our response at this time remains consistent with our past position. At their regular meeting of March 14, 2023, the Select Board voted to oppose this measure in the strongest possible manner through a correspondence to your Board and urge you to reject this reduction in service.

The Board knows that you are keenly aware of the importance of the ferry service which provides a lifeline for our Island communities. Many others simply do not understand or appreciate the enormous negative impact that such a reduction in service would have on our local residents. First and foremost, we rely extensively on the Steamship ferry service to be able to access medical services and get to doctor's appointments. It is often an all-day affair to be able to get to a doctor's appointment, receive chemotherapy or any other deeply needed medical services. Often the 5:30 A.M. boat is the only means to get up to the city on time for appointments the same day. Can you imagine having to take two days and stay in an expensive hotel just to see your doctor or receive medical treatment? That is what such a change means for us.

Another critical issue deals with the delivery of food and other supplies which require the early boat to be able to unload critical supplies at various business locations in the Town at reasonable times in the morning to avoid complete gridlock on our local roads. Later boats mean later deliveries during times when our narrow roads are packed with traffic. The geometry simply does not exist to accommodate food deliveries, local traffic and visitor traffic at the same time. It creates complete chaos and shuts our business districts down. We rely on the 5:30 A.M. boat during the summer and shoulder seasons to accommodate the flow of goods and traffic that we need to service our local and visiting populations.



## TOWN OF OAK BLUFFS

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Post Office Box 1327 • Oak Bluffs, MA 02557  
Telephone 508-693-3554 • Fax 508-696-7736

### Select Board

Ryan P. Ruley, Chair  
Jason M. Balboni  
Gail M. Barmakian  
Emma Green-Beach  
Brian Packish

---

Deborah Potter, C.G.A.  
Town Administrator

Available space on the current ferry service schedule is already very limited during the busy summer months, and the 5:30 A.M. ferries currently offer an extremely limited number of trips. We hope to work with the Authority to increase our level of services as local residents needs often get lost in the summer trade. To eliminate the service would be an unthinkable detriment to our community, and a measure that we hope you will join us in opposing.

In closing we wish to thank the Steamship Authority for your efforts during the recent busy summer period to meet our critical needs. We hope that we may continue to work with you as strong advocates for our community members who rely entirely on the Steamship service to meet their daily critical needs and we look forward to your support for service improvements rather than a dismantling of these essential public services.

Respectfully,

Ryan P. Ruley, Chair  
Oak Bluffs Select Board

cc:

Joe Sollitto, Oak Bluffs Port Council Representative



March 13, 2023

To whom this may concern,

As the CEO of Martha's Vineyard Hospital (MVH) and Windemere Nursing and Rehabilitation Hospital (WNR), I am once again writing this letter of concern regarding the annual discussions to discontinue the 5:30 a.m. ferry from Woods Hole to Vineyard Haven.

Together, MVH and WNR, is the largest employer on Martha's Vineyard and serves year-round Islanders, seasonal residents, short term vacationers, day trippers and tourists from around the world. We are a 24/7, 365-day operation, 7 miles out to sea with the SSA being an essential lifeline to key resources not available on an Island of our scale. The SSA serves as an essential transport system for direct caregivers, some of whom live on the Cape and further out, who provide routine, emergency, and specialty services to Island residents and visitors who need them, when they need them. Many caregiver shifts begin at 7 a.m. Arriving in Vineyard Haven at 6:15 then traveling to the Hospital gets them to their departments just in time. This includes respiratory therapists; nurses from Falmouth, Woods Hole and other parts of the Cape; physicians; case managers; chefs who prepare meals on wheels for Island elders; and, specialty equipment and technologists for specialized radiological testing.

The years of the pandemic have exacerbated the need for off-Island services, good and employees. Hospital labor shortages are at an unprecedented level, as is the cost of housing and the need for staff who live on the mainland.

The 5:30 a.m. ferry is essential to our core supply chain needs like food, linen, medical supplies, and specialty pharmaceuticals. As importantly, it is also an essential time for tradesmen to travel for services critical to the maintenance of our large campus-electricians; plumbers; HVAC contractors; biomedical engineers and the like, to arrive, perform needed services and to return to the mainland. Beginning early means these contractors can maximize their productivity in a day, avoid costly lodging expenses, and keep us up and running to serve the community when something breaks unexpectedly.

To assume this level of daily need can simply be moved to a later ferry is impractical especially "in season" when the ferry schedules fill quickly. It would disrupt our delivery of patient care; create a hardship to our employees who commute; negatively impact our daily supply chain requirements; and, further exacerbate traffic and congestion patterns creating a predictable, negative (and avoidable) domino effect on the Island and in Woods Hole during early commuter hours.

With this in mind, I urge the SSA to continue the 5:30 a.m. service from WH to VH without interruption.

Very sincerely yours,

Denise Schepici MPH  
President & CEO

Martha's Vineyard Hospital | Windemere Nursing and Rehabilitation Center

[dschepici1@partners.org](mailto:dschepici1@partners.org)

Office 508- 957- 9558



MARTHA'S VINEYARD  
**HOSPITAL**

One Hospital Rd, PO Box 1477, Oak Bluffs, MA 02557



**TOWN OF EDGARTOWN  
OFFICE OF SELECTBOARD**

70 MAIN ST  
P.O. BOX 5158  
EDGARTOWN, MASSACHUSETTS 02539

**TELEPHONE**  
(508) 627-6180

**FAX**  
(508) 627-6183

<https://edgartown-ma.us/>

March 17, 2023

Woods Hole, Martha's Vineyard and  
Nantucket Steamship Authority Board  
PO Box 284  
Woods Hole, MA 02543  
100 Cambridge Street, Suite 300  
Boston, MA 02114

**RE: REDUCTION IN FERRY SERVICE TO THE ISLAND OF MARTHA'S VINEYARD**

Honorable Members of the Board:

The Select Board of Edgartown are very distressed to hear, particularly now, that the Steamship Authority is even contemplating stopping the 5:30 am freight boat to Martha's Vineyard. This boat is vital to the Vineyard and the Town of Edgartown. Just last year, a public hearing was held on this same topic and the Island Towns were very clear in their position; the 5:30 am ferry is crucial to the logistics of the Island.

This essential service facilitates everything from medical appointments to connecting flights from Logan Airport. It would be unfeasible to expect the delivery of food and other supplies to occur mid-morning when Edgartown's antiquated roads are filled with traffic and pedestrians. We need to set conditions for the success of commercial enterprises and the Island's majority, rather than implement haphazard changes that would only benefit a small minority of Falmouth residents. In the next several weeks the Island's population will swell to over 100,000 people. The second and third order effects of this surge can only be negated by a steady stream of supplies flowing from the mainland. An interruption of service in any fashion would ultimately be extremely detrimental to this cycle.

Furthermore, we are totally dependent on the Steamship Authority for all the goods and services that we need for survival. The Steamship Authority is, as you have undoubtedly heard many times, the Island's lifeline. We are strongly opposed to any action that will interfere with that lifeline such as cancelling our 5:30 freight boat.

Please stop considering this action and turn your attention to how you can better serve Martha's Vineyard.

Sincerely,

James Hagerty  
Town Administrator  
For the Edgartown Select Board

# **APPENDIX D**



## 2022 EMBARKATION FEES

### JANUARY - DECEMBER

	Town					
	Barnstable	Falmouth	Nantucket	Oak Bluffs	Tisbury	Total
Total Passenger Trips	286,859	1,170,040	289,304	290,510	866,815	2,903,528
Exempt Commuter & Excursion Trips	30,336	352,580	33,305	31,388	323,787	771,396
Exempt Student Trips	5,029	12,290	3,777	2,111	10,084	33,291
Total Exempt Trips	35,365	364,870	37,082	33,499	333,871	804,687
Trips subject to Fee	251,494	805,170	252,222	257,011	532,944	2,098,841
Fee	0.50	0.50	0.50	0.50	0.50	
Fees Payable to Town	\$ 125,747.00	\$ 402,585.00	\$ 126,111.00	\$ 128,505.50	\$ 266,472.00	\$ 1,049,420.50

note: Barnstable fees are distributed 75% to Town of Barnstable, 25% to Town of Yarmouth

## EMBARKATION FEES SUMMARY 2004 - 2022

	Town					
	Barnstable	Falmouth	Nantucket	Oak Bluffs	Tisbury	Total
2004	\$ 105,341.50	\$ 356,929.50	\$ 103,333.00	\$ 83,248.50	\$ 267,702.00	\$ 916,554.50
2005	107,916.50	351,298.00	104,344.50	80,251.50	265,429.50	909,240.00
2006	107,054.50	349,838.00	104,278.50	102,566.50	242,282.50	906,020.00
2007	110,553.50	351,810.50	108,794.50	106,096.50	239,637.50	916,892.50
2008	99,299.00	346,057.50	99,652.50	99,548.00	242,022.50	886,579.50
2009	97,670.50	347,333.00	97,326.00	99,186.50	243,279.50	884,795.50
2010	99,032.50	354,749.00	99,231.50	105,456.50	244,229.00	902,698.50
2011	98,219.00	345,798.00	98,269.50	101,089.50	239,808.50	883,184.50
2012	106,132.50	355,636.00	106,025.00	107,910.00	242,297.50	918,001.00
2013	110,499.00	354,016.00	110,171.50	104,762.00	243,734.00	923,182.50
2014	114,042.00	355,003.00	113,912.50	104,411.00	246,010.50	933,379.00
2015	122,593.50	373,023.50	122,752.00	112,352.00	255,364.50	986,085.50
2016	121,731.00	387,506.50	122,167.50	124,354.50	259,936.50	1,015,696.00
2017	108,543.00	389,542.50	107,075.50	131,818.00	254,616.50	991,595.50
2018	127,951.00	397,712.50	130,421.00	141,880.00	253,461.50	1,051,426.00
2019	125,659.50	410,717.00	124,448.50	145,361.00	261,793.00	1,067,979.00
2020	82,788.00	285,975.00	81,130.00	49,248.00	230,881.00	730,022.00
2021	116,707.50	387,668.50	115,497.50	114,822.00	262,648.50	997,344.00
2022	125,747.00	402,585.00	126,111.00	128,505.50	266,472.00	1,049,420.50
Total Fees Payable to Towns	\$ 2,087,481.00	\$ 6,903,199.00	\$ 2,074,942.00	\$ 2,042,867.50	\$ 4,761,606.50	\$ 17,870,096.00

note: Barnstable fees are distributed 75% to Town of Barnstable, 25% to Town of Yarmouth

# **APPENDIX E**

# Falmouth Select Board Adopts Policy For Embarkation Fund

By NOELLE ANNONEN Jun 30, 2023

Home Falmouth Falmouth News



A truck is loaded onto the Martha's Vineyard ferry.

ENTERPRISE FILE PHOTOGRAPH/GENE M. MARCHAND

During its meeting on Monday, June 26, the select board adopted a broad policy on how funds from passenger ferry service fees can be spent in the Town of Falmouth.

The policy states that money from the embarkation fund can only be appropriated by Town Meeting. The town manager has the authority to move money from the fund to capital projects or operating costs connected to ferry impacts in Woods Hole, but those decisions ultimately must be approved by Town Meeting.

The policy also directs the town manager to put at least \$350,000 into the police, fire, emergency communications, and marine and environmental services operating budgets each year. Advisory committees can also bring proposals for how to spend the embarkation fund to the select board.

Under Chapter 55 of the Acts of 2003, towns in Barnstable County, among others, can impose an embarkation fee of 50 cents per passenger on any departing ferry trip. Those fees must be placed into an embarkation fund and spent only on mitigating the impacts of the ferry service on the town. The act allows for the money to be used on harbor, public safety, and emergency services along with infrastructure improvements.

Finance Director Ed Senteio and Marine and Environmental Services Director Gregg Fraser estimated the ferries have a roughly \$872,000 impact on the town each year, not including wear and tear on roadways, sidewalks and traffic signals.

The impact stems primarily from dredging related to the ferry traffic and the population of passengers passing through Woods Hole and taking trips on the Island Queen out of Falmouth Heights. Town Manager Michael Renshaw said an estimated average of 2,485 passengers came through Falmouth every day in Fiscal Year 2023. The resulting population influx has direct and indirect impacts on public safety, the new policy states.

Mr. Renshaw said the town has been receiving more than \$400,000 each year in embarkation fees, except during the height of COVID-19 in 2020. The balance of Falmouth's embarkation fund is more than \$1.3 million.

The town manager, through Town Meeting, has been appropriating \$350,000 into the police, fire, emergency communications, and marine and environmental services department operating budgets from the embarkation fund each year since 2003. Mr. Renshaw advised the board to continue allocating that sum to those budgets to avoid creating a \$350,000 shortage.

The town does not currently have a plan for how to use the remaining balance in the embarkation fund. Assistant Town Manager Peter K. Johnson-Staub said the funds will be considered for use in future capital and operating budget proposals.

Mr. Johnson-Staub stated in an email that this is the first policy of its kind in Falmouth. Falmouth is not required to have a written policy on how its portion of the embarkation fees are used, but the board adopted the policy after a member of the town's transportation management committee suggested it.

TO:

Steamship Authority (SSA) Board Chair Robert Ranney

Governor Maura Healey

Lieutenant Governor Kim Driscoll

Commissioner of the Massachusetts Department of Environmental Protection  
Bonnie Heiple

Massachusetts Department of Transportation Secretary Gina Fiandaca

Senator Susan Moran

Representative Dylan Fernandes

Representative David Vieira

Falmouth Select Board Chair Taylor

July 17, 2023

Dear Steamship Authority Board of Governors,

We are submitting this letter on behalf of the petitioners who requested a public hearing pursuant to Section 15A of MGL Chapter 701, as amended. This letter challenges the accuracy of many statements made by SSA staff in the draft 15A report that was provided to the Governors and Port Council and which serves as the basis for the vote by the SSA Board to accept the SSA staff recommendations and conclusions.

Given the misstatements and inaccurate representations contained in the report, we request that the SSA Board receive this letter and that the letter be included in the SSA public record as a rebuttal to the draft report.

On May 5, 2023, Steamship Authority staff held the hearing via Zoom pursuant to the request by 112 signatories, with staff and only one Governor in attendance. As petitioners, we are challenging the Steamship Authority's draft Section 15A report, released on July 11, 2023 at the SSA's Port Council meeting, for the following reasons:

### ***Failure to conduct a legal hearing***

The Steamship Authority Enabling Act requires that following a duly conducted hearing, "The Authority shall, after considering the testimony at said public hearing, and at least seven days prior to the effective date of the proposed changes, issue a report either maintaining its original proposed schedule changes, or making modifications thereto, and explaining their reasons therefor." (<https://www.nantucket-ma.gov/DocumentCenter/View/1115/SSA-Enabling-Act?bidId=>)

The Section 15A report fails to address how the Board members who did not attend the hearing reviewed the testimony given at the hearing. Short summaries prepared by staff is not testimony. The Board must address how the testimony was reviewed by each Board member not in attendance. As a public hearing, due process is mandated.

### ***Report misstatements and misrepresentation***

1. The draft report states that "complaints of generalized 'public health' impacts ... lack specific factual basis." The report dismisses, without providing any rationale, the negative impacts of freight trucks in our residentially zoned neighborhoods.

The draft report summarily dismisses the widely recognized negative health impacts of daily sleep deprivation. The SSA provides no evidence to counter the petitioners' statements about negative health impacts. Petitioners have submitted substantial evidence of air and noise pollution.

The unwillingness of the SSA to conduct any independent formal studies to evaluate environmental harm caused by the operations of the SSA in Falmouth demonstrates bad faith and undermines its unsupported dismissals of petitioner's longstanding complaints.

2. The draft report states that "allegations that the Authority would only utilize its newly constructed third slip for 'emergencies only' lack specific factual basis." This statement is knowingly false.

On page 52 of the ENF filed by the SSA for the Woods Hole Terminal Reconstruction, the Authority described the third slip as follows:

"The two ferry slips on the south side of the pier are the ones regularly used by the SSA to provide ferry service. The third ferry slip on the north side of the pier, due to its proximity to the adjacent dock to the north owned by the Naushon Trust, is primarily used to berth vessels overnight at the end of their regular operating day. Vessels are also berthed in the third slip during the day when they are not providing ferry service or when they are being maintained or repaired. The use of the third slip is restricted to vessels with beams no greater than 62 feet and it is used by those vessels for waterborne transportation **only in emergencies**, such as when one of the other slips is inoperable or a vessel is disabled in one of the other slips, or if adverse weather conditions threaten the condition of ferry vessels or the safety of the public." (See <https://drive.google.com/file/d/1BsXnhnWoS7E8myLcmf-jFB-qWo8ZJfzf/view>)

The Falmouth Conservation Commission concluded, after a presentation by the SSA, that "Due to the constraints slip 3 is used as an operating slip only in the case of emergencies" (Page 1 of 6 of memo from Falmouth Conservation Committee, [https://www.steamshipauthority.com/writable/files/WHTRP/falmouth\\_conservation\\_commission\\_order\\_of\\_conditions\\_-\\_recorded.pdf](https://www.steamshipauthority.com/writable/files/WHTRP/falmouth_conservation_commission_order_of_conditions_-_recorded.pdf)).

Many Falmouth residents recall similar verbal statements made by SSA staff at public meetings; the third slip was described as intended exclusively for emergency use. Despite these public statements and legal requirements, the SSA unilaterally changed its use of slip 3 without public notice, public process, or approval.

3. The draft report states that the "Authority has attempted to constructively engage with the Woods Hole residents." As noted by petitioners at the hearing neither the SSA's Long-Range Task Force nor the Woods Hole Noise and Traffic Working Group have been convened in the past 10 and 20 months respectively. Both of those groups were created as part of a previous Section 15A report. The two groups have now been constructively disbanded by the SSA's failure to convene them. These actions refute the SSA's characterizations of its actions as "constructive engagement" with the community.

The mischaracterization of facts by the SSA demonstrates its lack of responsibility to address the increasing environmental harm caused by its operations in the town of Falmouth and the village of Woods Hole.

The Falmouth Select Board has requested that the SSA adopt the recommendations of the Falmouth Transportation Committee to reschedule freight on later less crowded boats already scheduled.

The Falmouth Select Board has repeatedly voted on and submitted letters to SSA requesting discontinuation of freight trucks on the 5:30AM freight boat and given specific reasons for their vote.

4. The draft report references the opportunity for the public to speak at Port Council and Board meetings. That statement is misleading. The SSA offers a public comment period after all voting, thereby providing the public no opportunity to impact the votes before they are taken. Others have noted that the SSA schedules these public meetings during regular working hours for the convenience of staff,



rather than for the public. Meaningful public participation is lacking because of the structure of SSA meetings.

5. The draft report states that "The Authority has not substantively modified its operating schedules, nor has it increased its vessels' carrying capacities despite repeated claims to the contrary." This statement is inaccurate.

The details below show that the SSA has made significant increases in carrying capacities and plans to further increase capacity in the future.

### ***Failure to consider consolidation of any freight schedules for 2024***

During the Zoom meeting, petitioners drew attention to the recent purchase of three larger freight vessels to replace existing SSA freight vessels. The new vessels are significantly larger in beam than the current vessels and can accommodate an additional vehicle lane, meaning the capacity of the vessels is likely to be 20-25% greater than the vessels they are replacing.

With a larger capacity per vessel, and as Board member Jim Malkin stated at a recent Board meeting, consolidation of scheduling should be possible in 2024 without reducing overall capacity.

The draft report does not propose consolidation of schedules for 2024. With the currently proposed schedule and larger vessels arriving in early 2024, the overall freight capacity to the Vineyard will increase substantially.

SSA changes to its schedule during the Section 15A process is not without precedent. In 2018, the SSA added six new freight trips per day by the *M/V Sankaty* between Woods Hole and Martha's Vineyard. This schedule increase was not part of the schedule originally proposed in 2017 for 2018. The expansion was made in response to a Section 15A petition and public hearing held on August 27, 2017 concerning the 5:30AM freight schedule for 2018. As a result of the SSA's Section 15A Report issued on October 17, 2017, six new freight boat trips were added. Those six new freight trips carried far more traffic than any displaced

traffic made to minimally accommodate Falmouth residents by removing the largest trucks over 40' from the 5:30AM schedule. Those six new freight boat trips, quietly added to the schedule for 2018, remain part of the SSA schedule today.

***Statement by SSA General Manager Bob Davis at July 11, 2023 Port Council meeting contradicts conditions of the SSA Enabling Act***

At the July 11 Port Council meeting General Manager Davis stated that there are open slots later in the day for shippers, but that the shippers prefer the morning slots. As a result, Davis argued, the 5:30AM freight schedule should stand. Accommodating the interests of shippers at the expense of and despite the negative impacts on a host community is inconsistent with the legislative intent of the laws that govern the operations of the Steamship Authority.

The Enacting Act states that the SSA was created to “provide adequate transportation of persons and necessities of life” for Martha's Vineyard” (page 1, <https://www.nantucket-ma.gov/DocumentCenter/View/1115/SSA-Enabling-Act?bidId=>) The legislation does not authorize the SSA to operate under conditions that knowingly and intentionally cause significant and lasting harm to a host community. Yet, the SSA routinely violates the Enabling Act by unilaterally interpreting the phrase “adequate transportation” to align with its preferred decisions that consistently disregard the interests of the Falmouth host community.

Davis’ stated justification for maintaining the 5:30AM ferry to cater to shippers’ preferences is counter to the SSA’s Enabling act.

***Alternative solutions to the 5:30AM freight schedule exist***

In the draft report SSA staff fails to consider the recommendations of the Town of Falmouth Transportation Committee that proposed several alternative solutions

to continuing the 5:30AM freight schedule  
(<https://smartmassachusetts.files.wordpress.com/2017/11/tmc-ssa-preliminary-report-with-letter.pdf>).

Those recommendations remain relevant and deserve consideration by the SSA.

***In summary, the SSA report, and the operational decisions set forth therein, makes no effort to accommodate the concerns of Falmouth residents and town officials, as expressed in their Section 15A petition and emphasized during the the public hearing.***

***The Section 15A report requires the SSA to complete the task of "explaining their reasons" for "maintaining its original proposed schedule." Rather than "explaining their reasons" for maintaining its originally proposed schedule, as required by Section 15A of the Enabling Act, the draft report submitted to the Board of Governors and Port Council fails to include factually based reasons to support their decisions. As a result, the report as drafted is arbitrary and capricious, and does not satisfy the requirements of the Enabling Act.***

***The report, as a public document issued on behalf of the SSA, should be retracted and revised.***

Sincerely,

Nat Trumbull, for the one hundred and twelve Falmouth residents who submitted the Section 15A petition on April 30, 2023

- 1 Andrea Rugh, 37 Gosnold Rd. Woods Hole Mass 02543
- 2 Angela Rutzick, 79 fiddlers Circle, Hyannis, MA 0261
- 3 Anne Clarkin, 272 Woods Hole Rd Falmouth, MA 02540
- 4 Andrew Solow, 44 Quissett Ave, Woods Hole MA. 02543

5     *Richard Balkin, 3 Oyster Pond Rd Falmouth, Ma.*  
6     *Barbara Blair 246 woods hole road Falmouth*  
7     *Barbara Morris, 88 Quissett Ave, Woods Hole*  
8     *Betty Ludtke, 30 Wachusett Ave Hyannis Port, MA 02647*  
9     *William Hough, 94 Elm Road Falmouth, MA*  
10    *Lois Garrett Logan, 482 Woods Hole Road*  
11    *William Hallstein, MD, 36 South Road, Falmouth, MA. 02540*  
12    *William A. Rugh, 37 Gosnold Road, Woods Hole MA 02543*  
13    *Bobbi Bailin, West Falmouth Highway, West Falmouth 02574*  
14    *Bonnie Simon, 144 Gardiner Rd. Woods Hole, MA 01543*  
15    *Bronwen Polloni, 24 Sumner Street, Woods Hole MA 02543*  
16    *Brian Switzer, 6 Quissett Ave, Woods Hole, MA*  
17    *Rachel Switzer, 6 Quissett Ave, Woods Hole, MA 02543*  
18    *Carol Bowers, 206 Siders Pond Rd Falmouth, Ma 02540*  
19    *Carla Kihlstedt 1 Wilson Rd, Woods Hole, MA 02553*  
20    *Carolyn Miller PO Box 216, Woods Hole, MA 02543*  
21    *Anne P. Warner, 33 High Street, PO Box 575, Woods Hole, MA. 02543-0575*  
22    *David Kabat, 98 Quissett Ave, Woods Hole, 02543*  
23    *David Zenga, 4 Leslie Street, Woods Hole, MA 02543*  
24    *Deborah Siegal, 50 Friends Way, W. Falmouth*  
25    *David Martin, 10 Buzzards Bay Ave. Woods Hole, MA 02543*  
26    *Deanna Jaroche, 29 Nobska Road, Woods Hole, M A 02543*  
27    *Damien Kuffler, 49 Gosnold Rd., Woods Hole, MA 02543*  
28    *Douglas Amon, 8 Quissett Ave, Woods Hole, MA 02543*  
29    *Diana Roth, 106 Lake Leaman Ave., Falmouth, MA 02540*  
30    *David Hastings, 18 Spencer Baird Rd. Woods Hole, MA*  
31    *Edward DeWitt, 116 Pin Oak Way, Falmouth, MA 02540*  
32    *Elliot Glist, 272 Woods Hole Road, Falmouth, MA 02540*  
33    *Eugenie Kuffler, 49 Gosnold Road, Woods Hole 02543 MA*  
34    *Eileen Miskell, 4 Snapper Lane, Falmouth, MA 02540*  
35    *Franklin A Davis, 112 Ransom Rd, Falmouth, MA 02540*  
36    *Thomas L Jay, 58 Pin Oak Way, Falmouth, MA 02540*  
37    *Anne Halpin, 319 Woods Hole Rd. Falmouth*  
38    *Captain Paul Lobo, 114 Ships Watch Falmouth*  
39    *Virginia C. Jones , POB 400, West Tisbury, MA 02575*

40 Jane Evelyn Atwood, 41 High Street, Woods Hole MA 02543  
41 Janet Milkman, 42 Sippewissett Rd, Falmouth MA 02540  
42 Janet Azarovitz, 20 Shapquit Bars Circle, W.F.  
43 Jean W. McCluskey, 45 Buzzards Bay Avenue Woods Hole, MA 02543  
44 Jane Vose, 468 Woods Hole Rd. WH 02543  
45 Jim Newman, 5 Buzzards Bay Ave Woods Hole, MA 02543  
46 Joan Tweedell 41 Wilson Road, Woods Hole MA 02543  
47 John Rubin, 10 Beccles Road, Falmouth, MA 02540  
48 John Woodwell, Church Street, Woods Hole, Massachusetts 02543  
49 Jonathan Goldman, 12 Sidney Street, Woods Hole, MA 02543  
50 Judith L. Day PO Box 717, 55 Larches Way, Woods Hole, MA 02543  
51 Judith Dowling, 106 Ransom Road, Falmouth MA 02540  
52 Judith Stetson 261 Quissett Ave., Woods Hole, MA 02543  
53 Karen Olcott, 141 Fay Road, Woods Hole MA 02543  
54 Kathryn Wilson, 50 Glendon Rd, Woods Hole, MA 02543  
55 Kate Nace Day, 5 Bowditch Road Woods Hole, MA  
56 Kim Pedersen, 1 old manchester rd Essex, ma  
57 Klem Klimek, 8 Quissett Harbor Rd, Falmouth  
58 Kristin Alexander 101 Cumloden dr, Falmouth MA  
59 Laurie Raymond 31 Davis Rd., Falmouth, MA 02540  
60 Lauren Leveque, 67 Church Street, Woods Hole, MA 02543  
61 Matthias Bossi, 1 Wilson Road, Woods Hole, MA 02543  
62 Alison Leschen 15 Lantern Ln, Falmouth MA 02540  
63 Laura Hastings, 18 Spencer Baird Rd Woods Hole, MA 02543  
64 Lore Loftfield DeBower, 16 Wilson Road, Woods Hole, MA 02543  
65 Mary Revelle Paci, 5 Little Harbor Road Woods Hole, MA 02543  
66 Matthew Sutherland, 12 Hilton Ave., Woods Hole, MA 02543  
67 Melissa Allison, 50 Hilton Ave, Woods Hole, MA 02543  
68 Melissa Freitag, Andy's Lane Falmouth MA  
69 Margaret McCormick, 44 Quissett Ave Woods Hole MA 02543  
70 Molly Cabral, 185 Sandpiper Ln #11, VH MA 02568  
71 Matthias Bossi, 1 Wilson Road, Woods Hole, MA 02543  
72 David Epstein, Fern Lane, Woods Hole  
73 Margaret Goud Collins, 29 Loop Rd., Falmouth, MA 02540  
74 Myla Kabat-Zinn, 46 Buzzards Bay Ave. Woods Hole, MA 02543

- 75     *Nat Trumbull, 11 Church St., Woods Hole*
- 76     *Nancy Kanwisher 10 Beccles Rd., Falmouth Ma 02138*
- 77     *Nicole Goldman 12 Sidney Street, Woods Hole, MA 02543*
- 78     *Ann W Carlton, 71 Dodson Way, East Falmouth, MA 02536*
- 79     *Patricia Gadsby, 77 F.R. Lillie Rd, Woods Hole, MA 02543*
- 80     *Penelope McGill, 8 Quissett Harbor Rd, Falmouth*
- 81     *Hannah Coppola, 40 Eric Clauson Lane Falmouth, MA. 02540*
- 82     *Peter Shile, 25 Gardiner Road Woods Hole, MA. 02543*
- 83     *Patricia Keoughan, 86 F Riddle Hill Rd. Falmouth, MA 02540*
- 84     *Phil Logan, 482 Woods Hole Road, Woods Hole, MA*
- 85     *Philip Rutzick, 79 fiddlers circle, Hyannis ma 02601*
- 86     *Alice Weiss, 44 Harbor Hill Road, Woods Hole, Ma 02543*
- 87     *Peter Waasdorp, Jr., 57 Beccles Road, Falmouth 02540*
- 88     *Robert Morris, 45 Quissett Ave, Woods Hole*
- 89     *Robert Blomberg, 559 Woods Hole rd, Woods Hole, MA 02543*
- 90     *Rebecca Eder, 25 Gardiner Rd. Woods Hole, MA 02543*
- 91     *Russell Murphy, 5 Bowditch Road Woods Hole MA*
- 92     *Richard Hugus, 312 Woods Hole Rd., Falmouth, MA*
- 93     *Robert Walker, 44 Harbor Hill Road, Woods Hole, MA 02543*
- 94     *Roger P. Day, Church Street, Woods Hole, MA 02543*
- 95     *Samantha Broun, 7 Hackmatack Way, Falmouth, MA 02540*
- 96     *Stephen Gellis, 24 Spencer Baird Rd Woods Hole MA 02543*
- 97     *Susanne Goodman, 36 South Rd, Falmouth. MA 02540*
- 98     *Stephen Laster, 322 Woods Hole Rd Falmouth, MA 02540*
- 99     *Sara Piccini, 11 Bigelow Street Woods Hole MA 02543*
- 100    *Joyce Stratton, 22 Water St, Woods Hole, MA 02543*
- 101    *Suzanne Kuffler, 49 Gosnold Road, Woods Hole, MA 02543*
- 102    *Gretchen W. Warren, 7 Cricket Lane, Woods Hole, MA 02543.*
- 103    *Thomas Crane, 35 Juniper Point Rd. Woods Hole, 02543*
- 104    *Sam Newman, 5 Buzzards Bay Ave Woods Hole, MA 02543*
- 105    *Kimberly Ulmer, 5 Nobska Road, Woods Hole, MA 02543*
- 106    *Wallace Stark, 9 Little Harbor Rd, Woods Hole 02543*
- 107    *Wendy Blomberg, 559 Woods Hole Road Woods Hole, MA 02543*
- 108    *Wendy Nies, 49 Glendon Rd, Woods Hole, MA*
- 109    *Judy Laster, Glendon Road, Woods Hole*

- 110     *Karen Kabat, 98 Quissett Ave Woods Hole*  
111     *Elena Trumbull, 11 Church St., Woods Hole*  
112     *Ronald Geering, 246 Woods Hole Road Falmouth*

Cc:

SSA Board Vice Chair Robert Jones

SSA Board Secretary Jim Malkin

SSA Board member Moira Tierney

SSA Board member Peter Jeffrey

SSA General Manager Bob Davis

SSA Chief Operating Officer Mark Higgins

SSA Attorney Terence Kenneally

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Falmouth Select Board member Doug Brown

Falmouth Select Board member Onjale Scott Price

Falmouth Select Board member Robert Mascali

Attorney Alicia Rebello-Pradas (AGO)

Attorney Turner Smith (AGO)

Attorney Brian Clappier (AGO)